

# Husqvarna

# Report



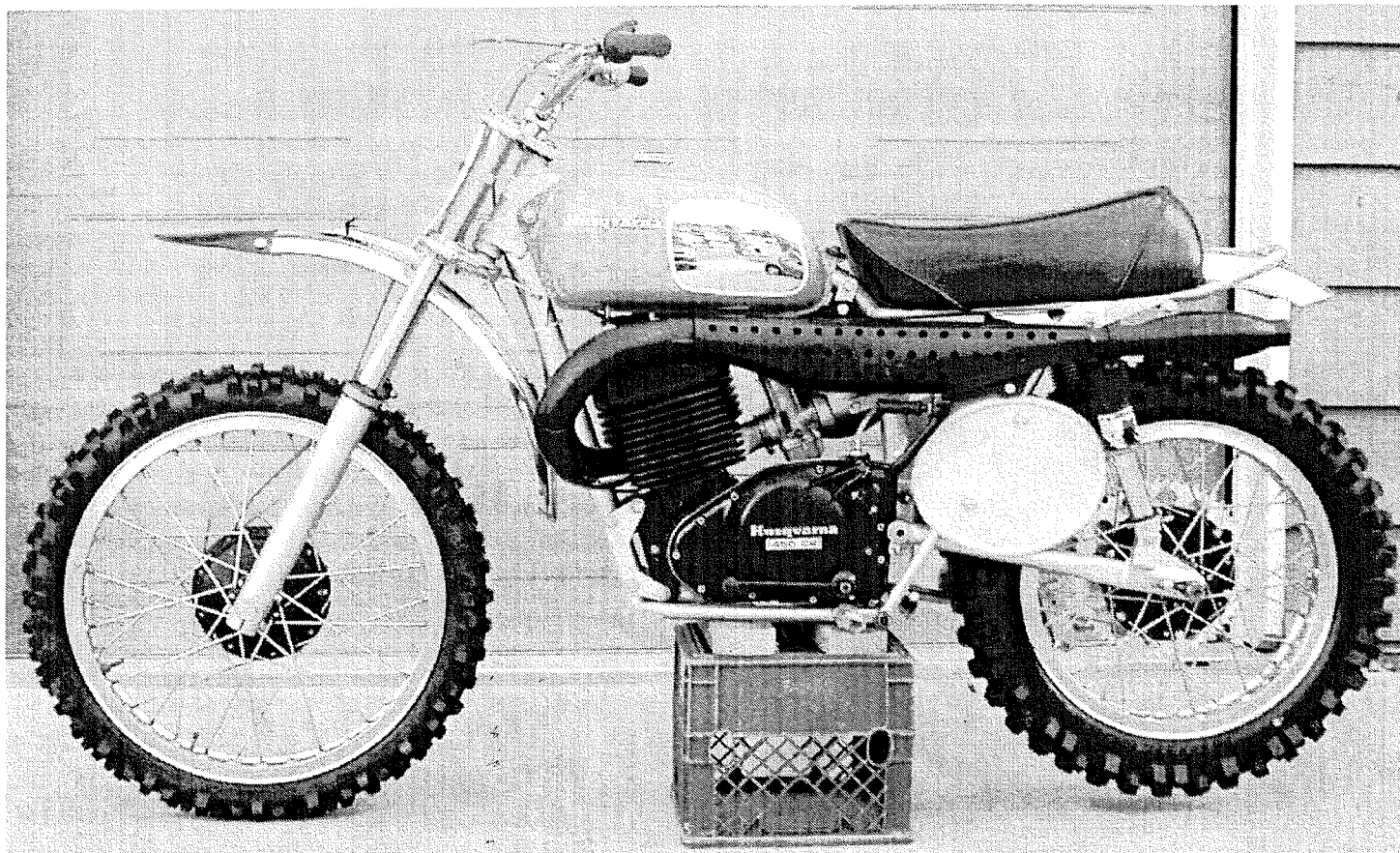
**Husqvarna 1990 TE 510**, 6 speed 4 stroke motor with an SEM ignition. Actual 503cc displacement, bore - 91.5 and stroke - 76.5, rims were Excel for the first time, the tires were Pirelli 90/90x21" and 140/90x18". The disc brakes were 240mm front and 220mm rear. The advertised weight was 116Kg/255 lbs. This was the last 510 year as well as the last year for round headlight and black motor. The forks had been upgraded to inverted Marzocchi 280mm as well as a Marzocchi rear shock. The color scheme is classic Husqvarna with white frame and all white plastics, blue seat. The four strokes retained the left side kick, while the 2 stroke models had a right side kick. The plastic, seat and graphics were integrated for a much smoother look. Turnsignals were supplied on European models. First year for rear disc. Electrical is 12 volt, spark plug is NGK C7E, 1800 cc of 10-40 gearbox oil, Dellorto 40mm with 170 main.

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**For Club info go to: [www.huskyclub.com](http://www.huskyclub.com)**



## Alaskan Husky - Cool Precision

by Pat Caudill <bpcaudill@gci.net>

During the early 70s, both my older brother and I had owned several Husqvarna motorcycles. I still remember how all you had to do was put oil and gas in them. They were really great bikes! The interest in restoring the 450 cr that I'm writing about was originally started a few years ago. Although, my interest had never subsided from the early 70s (for some reason, I always seemed to own the smaller 250s).

My wife and I purchased a computer and I immediately started surfing the web back in 99. I stumbled onto a few Maicos that a neighbor was working on and decided to make an offer to buy and then build at least one. I bought all three bikes and finished restoring a really nice 76 250 AW. I rode the bike a few times, but wasn't happy with the power it made. I finally wound up selling the bike to a guy I worked with, who also had an interest in vintage bikes.

The idea of buying a 450 Husky wasn't really based on anything in particular. My older brother had owned a 73 400cr, so I figured a 450 would be a good bike to own now (isn't bigger always better?) And I knew that the 450s, especially cr's, were a lot harder to find. A month or so later I stumbled onto a 76 125, and then a 74 250 WR at some local junkyards. I bought both bikes and proceeded started tearing the 125 apart to rebuild for my wife. I crated and then sent the motor off to John at Vintage Husky for a rebuild. A few weeks later, I made contact with John about what he thought it might take to rebuild the motor to his specs. I was bummed, it was going to cost over \$900 just for the motor! I decided that owning a \$3000 125 wasn't in my best interest. I sold off the rest of the 125 over e-bay, and continued on with the 74 250 project.

Unlike the 125, the motor in the 250 had been a low hour unit with only a new piston and bore job to make it complete. I contacted Forrest Stahl in Ind. and he sent me a new piston, coil and points to complete the motor. A local machine shop did the work on boring and port-matching the top-end.

During the time that I was working on the 250 I was keeping my eyes out for the 450cr that I still had an interest in finding. I didn't think I really wanted to keep the 250 for myself, I just wanted to maybe build the bike and then sell it at a later time. Having two or three dirt bikes wasn't really what I had in mind. I've lived in Alaska all of my life, you have to have something to do to survive the long winters, restoring dirt bikes sounded like it might be fun for a while.

Last Nov., I saw the 450 I now own on e-bay, but I didn't bid during the original auction. A few weeks later, the same bike reappeared on e-bay and the seller had a reasonable reserve set. I e-mailed the seller and asked if I could get a contact phone number, that I was very interested in trying to buy the bike. I had seen several auctions for other nice looking bikes by this same seller, that made me feel a bit more confident about what sort of equipment they normally handled.

I was able to talk to the seller at length about the bike and why he had re-listed this same bike. He said the first winning bidder wouldn't pay and he was forced to re-list. The seller didn't know a lot about the bike, that he had traded a guy the bike for a trailer and he only needed to get \$1000 dollars for the bike. I didn't hesitate for long after I heard what he wanted for the bike. I ran home and proceeded with the necessary formality to clinch the deal. The seller only needed to have an additional \$50 for crating. Looking back on that transaction, I don't think I could have done anything any better in my decision making process. At the time, it was mid winter and I was carrying a full class load during my

freshman year in college. Definitely not the best time for great decision making.

From the pictures that I saw of the bike on the e-bay auction and with my conversation with the seller, it looked like the only things that needed to be addressed on the bike would be fenders, a re-paint of the tank (the chrome was perfect, and no dents either) and some small items like number plates. I was ecstatic about getting the bike delivered to my house as quickly as possible.

My older brother helped me out with the shipping arrangements, to get the bike delivered to Anch. would only cost \$400.

Everything was starting to happen. I'd have the bike before Christmas vacation, which would be a perfect time to try and get some work completed on the project. I decided to shelf the 250 bike for a bit, and put whatever funds I had into completing the 450 before spring came.

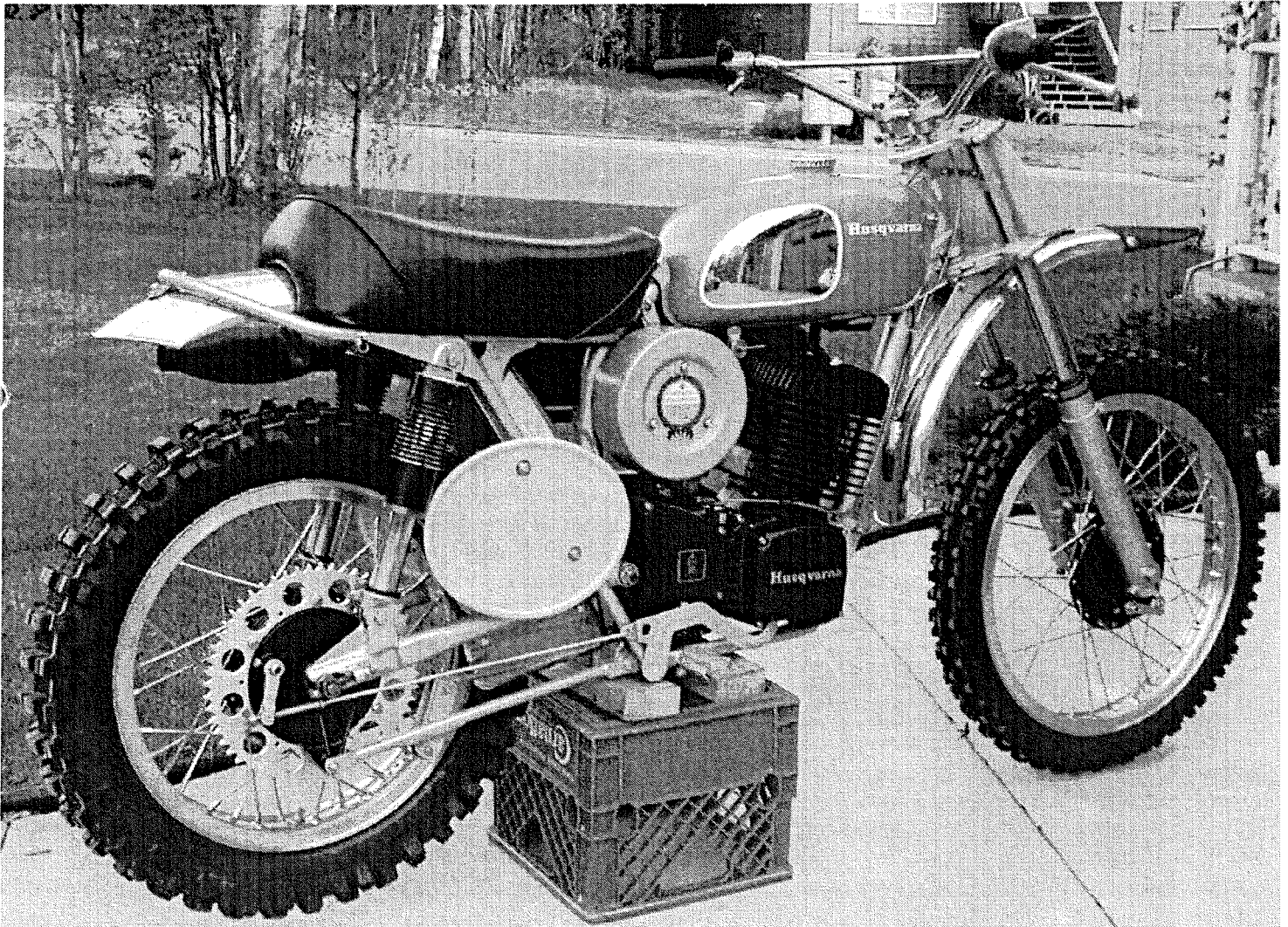
Two weeks later, my older brother called and said the crated bike could be picked up later that day. I remember, I could hardly wait to get through my classes. What would it be like to uncrate a bike that I had waited for so many years to finally own (250 Husky's were as much as I could afford to own when I was in high school).

I raced out to the loading dock at the lumberyard where my brother worked. I was relieved to see that it wasn't a very big crate and that there wasn't a scratch on the box anywhere! I had to wait several hours before my wife got off work to finally get

the bike home and uncrate it. It took both my wife and I a bit of time to uncrate the bike and get the wheels and handlebars put on the bike. It was awesome! Here I was, 44 years old, standing in my garage during the dead of winter, preparing to kick start an almost perfect 1972 Husqvarna 450 Cr. What a trip! But what the heck, the bike wouldn't start. My wife was waiting with the video camera and the bike wouldn't even burp! It had gas and nothing was pinched or choked off, but it just wouldn't start or pop. She said for me to stay in the garage and try to figure out what the problem was, while she fixed a bite of dinner. Half an hour later I finally got around to replacing the spark plug cap. Undoubtedly it wasn't getting a good contact with the plug. But finally I got it to kick back and eventually it fired up.

Fast forward two or three months later into the project. Things have taken longer than I first anticipated because I decided this bike should be put back to original condition. I started with the rear wheel, although I'd never laced a bike wheel before, let alone one as complicated as the husky's are. I've also taken the gas tank to a local artist for repainting. So as of March, the bike has still not been run or ridden. Becoming older has some merits, one of them is lots of patience.

By now, I've started to learn what these bikes need and where to buy certain items. Trying to do everything over the net can become at best very frustrating. Somewhere along the line, you have to spend some time travelling, or at the least, spend some time on the phone. Also, not every part you buy is going to be





correct, or turn out to be what it was advertised as.

The biggest misnomer I've run across so far is trying to get the correct decals for not only the tanks, but also the airbox and inner fender. The one thorn in my side to this day involves the decals I purchased for the tank. I was told that the items purchased were correct for my bike, but in turn they are the smaller style for the 70-71 model years. Every time I look at my 450, I'm pissed that the retailer wasn't "up front" with me about what was correct and what wasn't. Repainting a tank is not a cheap proposition and anyone that is going to that length in their bikes restoration should be treated as a purest.

Also if you're buying a bike from someone that you really don't know, you will probably be safe assuming that the top-end needs to be re-worked. This was also another expensive loop-hole I had to crawl through.

It must have been some cold weekend in Jan. or Feb. I had wondered what size piston was in my bike and what the cylinder bore looked like? So what the heck, it isn't that big of a job to pull the cylinder head off and I thought it might be a good idea to take the carb off and clean and inspect everything in between. Two hours later (I work slow) I was bummed. Great, the piston turned out to be the stock diameter, but it had light seizure on both side under the piston pin area. Agh! What was this going to cost me? And where would I find an original Mahle brand piston? Buying a lower production unit like the 450s were, can also have there downfalls.

I showed the damage to my wife and she was like myself, bummed. Just the prior month, she had allowed me to do the top-end work on the 250 ( boring, port-matching and painting). I think that the 250 top-end wound up costing me over \$500. Having to do the same for my 450 wasn't something I had budgeted for. Undoubtedly my good-luck fairy must have been watching. A gentleman had just started an auction on e-bay. He was auctioning off a complete Mahle piston kit. Fortunately for me though, he didn't know what the piston was for. He was just listing it by a part number. But thanks to Craig and his fantastic website, I was able to ascertain that this was the exact item I was in dire need of. I had three or four days before the auction would end. So I pulled the motor and had a precision hone done on the cylinder to check for tolerances. It looked like a stock piston would be fine, I know it's always better to have the piston with you when you're doing this, but I wasn't afforded this luxury. I'd have to make somewhat of a gamble and try to buy the piston hoping that everything would work out.

I waited until the last two minutes of the auction and placed a bid about ten dollars more than the previous bidder had placed the day before (at the time there were only two bids on the item). My strategy paid off. I was the winning bidder on the piston and it didn't cost me an arm and a leg.

While I was waiting for the new piston to arrive, I had the cylinder blasted and had the ports matched to both the intake and exhaust manifolds. It was amazing how crude the original ports were. It's no wonder modern bikes work so much better, modern day machining and engine building tolerances are day and night to what was stamped out some 30 years ago. I was positive that this bike would flat rip after all of the painstakingly work I was going through to put it back to original condition.

Buying the exact original items for the bike didn't always turn out to be the best avenue for what I wanted to have and own. John at Vintage Husky is the only source for the correct alloy fenders, but

paying over \$300 for a set is not a good idea for a bike you plan on riding occasionally. I'd have to be happy buying some repro items and taking the extra time to do the finish work. Altogether, I bet I've spent eight hours just cutting the fenders to what looks like the correct lengths and making up the all so familiar front fender flap. Heck, just trying to figure what kind of rubber to use for the flap can be challenging. Without having an original to look at or measure for thickness, one is at best guessing.

It just seems to me, that for the 70-72 year bikes, there are five items that need to be either the original items, or very close. Those are; the gas tank ( color, style, and correct decals), the alloy fenders (with front flap), correct color and size # plates, the appropriate handlebars with correct Magura controls and last of all is the original exhaust system with the bazooka style silencer. Whether you decide to use a different style of shock, or you use a Dunlop tire instead of the original Trelleborg doesn't really matter much.

It's been close to a year now since I bought my first Husky for restoring (74,250), but I still haven't ridden either the 450, or the 250. Maybe this might seem like too long of a time for finishing at least one of them and getting it to the dirt.

Time flies, most of the summer was spent working doing other more important tasks like making money to pay for another years college costs and then taking a nice vacation with my wife. Also, It's taken all summer to get my other gas tank for the 74 painted, this time I was a bit more cautious with who I got the decals from. So maybe by Oct. or Nov. I can get the 250 fired up.

Something happened after I put the 450 back together, because now I don't have any spark. Last month my wife and I traveled back to the mid-west to visit relatives. While I was in that part of the world, I was able to stop in and see both Forrest Stahl and also Andy Hardin at their shops. Forrest showed me how to check my Motoplat, and Andy also had a few tips.

So what's the best way to buy a vintage dirt bike? Probably try to find one that is for sale by the original owner, or at least buy one expecting to spend between \$1500 to \$2500 in additional costs. And probably the most important thing to do is to have a very good rapport with Craig. He seems to always have the correct knowledge and he isn't afraid to help anyone with a common interest.

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## Spark arrestor replacement

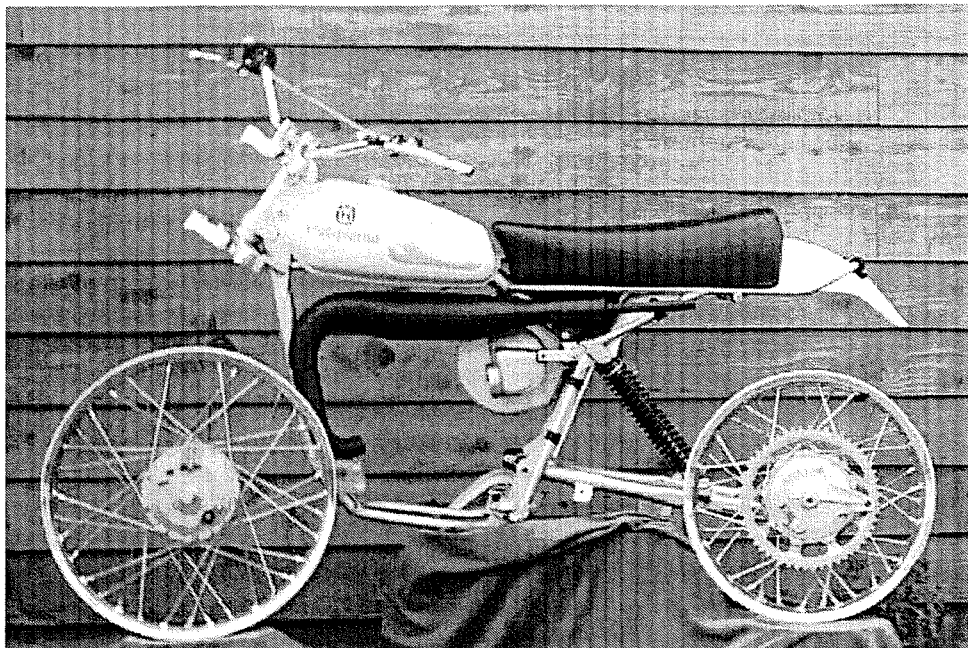
Hi Husky Club,

It's Frank from California and I am trying this email stuff, so bare with me. A couple of weeks ago we talked about our 1978 390 WR mufflers. The piece in the very bottom is the spark arrester. The only way I was able to get mine out was with a slide hammer, which almost wrecked it, but it was no good anyway. I did find after looking at it, that it matches exactly the spark arrester in a Sparky model 300. I was at Sears Point last weekend and picked up some used ones to take apart. Both units are made by Skyway (Husky & Sparky). I hope this will help you too.

I am looking for a Husky gas tank, the large one aprox. 3 gallons for a 1978 390 WR can you help me? Please write back if you have a source for this or need any more help on the Sparky thing. Sincerely, Frank Guzior - guzior@msn.com

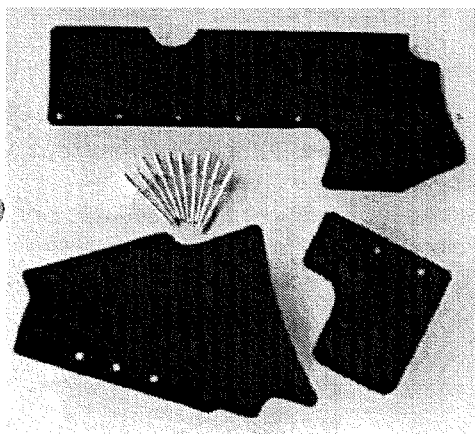


# 1977 125 CR



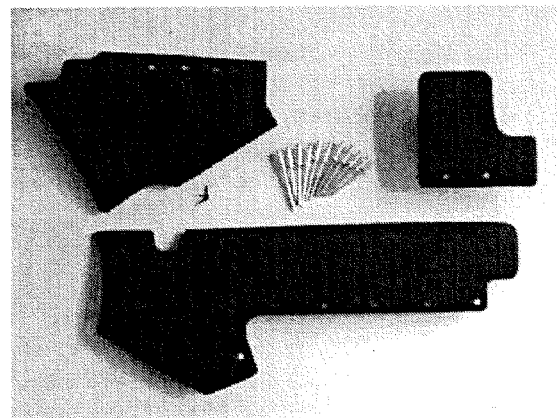
Hi Husky club, Just an update on the 1977 CR125 project. I have the tank back from Ed James and mounted it on the bike to see what it looks like. I am very pleased with it. I never did get a good paint code so I chose the shade of yellow for the tank mostly from memory. So if the color isn't exactly right I can blame it on my memory, suspect as it may be. But I think it come out pretty darn close. I now have both front and rear wheels

polished and relaced and rebuilt with new bearings, stainless spokes and new Akront decals from Speed and Sport. I purchased a new rear backing plate from Hals because the old one had a bad case of chain rash. The original handle bars are now installed along with the new Magura hand controls and kill switch purchased from the Husky club. I did manage to luck out and find a NOS Bing carb that is a direct replacement for the original carb. I could have rebuilt the original carb but the NOS Bing was cheaper in the long run. **The aircleaner splash guards installed is one of the kits I am now reproducing. (Just incase anyone is interested in them.)** I am still waiting for the plastic bump washers like those featured in report #28. Once I can obtain a pair I can put the forks together and set the little Husky back on its own two wheels again. I will have to take a break on this project for a month or two so I can add onto my shop another 300sq/ft to provide storage room for some of the European vintage bikes I have acquired recently and get my shop space back again! After that I will start in on the motor over haul! Does anyone have a number plate strap like the one featured in report #27? Please email me if you do at [MOdell541@aol.com](mailto:MOdell541@aol.com). I hope you enjoy the update and the pictures. Thanks again for your help. **Martin ODell**



Rubber Kit: Fits all 1975, 1976, and most 1977 ML series framed Huskys. Includes All three splash guards; under the seat, aircleaner top (along right side), and aircleaner top front edge. Replaces part #'s: 1513537-01, 1613332-01 and 1613331-01. Made of the correct hardness of neoprene and thickness. Highly resistant to oil, heat, light and oxidation. Rivet holes are pre-punched and aluminum rivets included. \$29 [MOdell541@aol.com](mailto:MOdell541@aol.com)

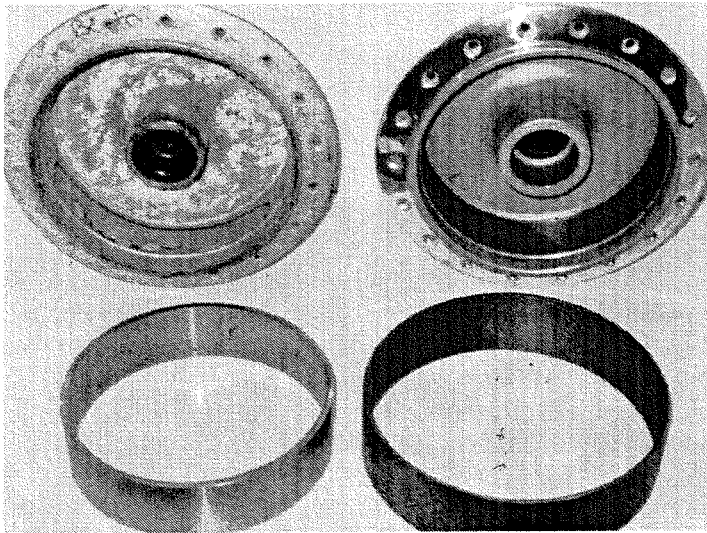
Rubber Kit: Fits late seventies ML series framed Huskys such as 77 CR's (except 125), also 78 CR's and OR's. Includes All three splashguards; under the seat, aircleaner top (along right side), and aircleaner top front edge. Replaces part #'s: 1513537-01, 1613492-01 and 1613331-01. Made of the correct hardness of neoprene and thickness. Highly resistant to oil, heat, light and oxidation. Rivet holes are pre-punched and aluminum rivets included. \$29 [MOdell541@aol.com](mailto:MOdell541@aol.com)



# Vintage brakes:

## Can you stop on a dime or does it take a whole dollar?

By Larry Kuhn, DMD, MD - Coon123@pol.net



Before and after photo of 70's era front brake hub

Several years ago I gave up my disk-brake water-cooled modern bike to ride the vintage bikes because I enjoyed riding 'something different'. People look at me kinda' funny when I race a 30 year old vintage bike against their modern weaponry. In addition to being fun, it gives me an excuse when folks ask why I'm so slow. But I think a better question would be 'How do you stop that old thing so fast?'

One of the biggest issues I had when I first started riding vintage bikes was that I couldn't stop 'em. My **1972 400 CR Husky** had way more power than I needed and once it got going it was hard to stop. Vintage bikes just don't have those fancy hydraulically operated disk brakes that stop you on a dime with only a tiny squeeze of the brake lever. In my search for a cure to the 'vintage brake blues' I came across Woody Graves who owns **Woody's Vintage GP Products in Sanford, Florida**. Woody is a former American Honda and Kawasaki mechanic who now specializes in building and racing vintage motorcycles. He is currently best known for his work with Bultacos and has supplied national caliber racing bikes in the Vintage motocross series to Jim and Ron Pomeroy. Woody is an innovator and can really build a beautiful bike.

**LK:** What are the primary factors involved in how well a brake system works?

**Woody:** Brake efficiency is totally dependent on how much friction the brake pads can create against the brake hub or rotor. You've got to remember that the brakes have to exert enough friction to counteract the forward drive of the motor and stop the inertia of a 230 pound motorcycle and a 180 pound rider.

**LK:** You say brake efficiency. What do you mean by that?

**Woody:** Brake efficiency is defined by the relationship between the amount of energy expended by the rider at the brake lever to the rate of deceleration of the bike/rider combination. In other words, how fast do you stop in relation to how hard you have to squeeze the

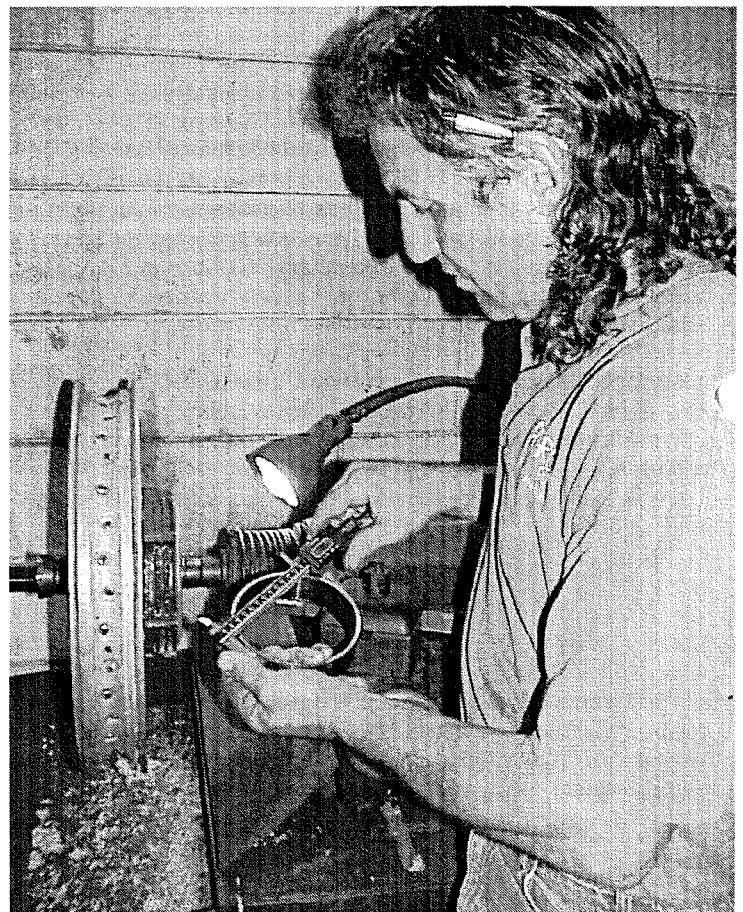
brake lever or stomp on the brake pedal?

**LK:** Tell me how friction plays into brake function.

**Woody:** Friction is the whole reason a bike stops. Let's look at the whole braking process. Let's say you are riding along and need to apply the brakes. That message is telegraphed to the foot, which then applies force to the brake pedal. As the brake pedal rotates downward at its pivot point it pulls the brake rod and brake arm, which pivots in its bushing in the brake hub, and rotates the brake cam. The brake cam spreads the brake shoes apart, increasing the circumference of the pads, and forces them against the brake hub. The harder you stomp, the more pressure is exerted by the brake pads against the brake hubs. The friction between these two components is what determines the rate of deceleration. If you can generate a lot of friction with only a little pedal pressure then you stop faster with less effort. Disc brakes with their attendant hydraulic brake lines are actually able to increase their mechanical advantage through the physics of hydraulics. In other words, a small force at the brake pedal translates into a larger force at the brake pads. With drum brakes there is very little mechanical advantage because you have a direct mechanical linkage.

**LK:** I was around when everybody had drum brakes and we didn't complain about them not working well. Now it seems that nobody likes drum brakes. Why is that? How can we make drum brakes work better?

**Woody:** Drum brakes worked well when they were new. Let's look at why. Starting at the pedal we see that new bikes have closer tolerances at the pedal pivot bushing. Once you've stomped on the brakes several thousand times with dirt between the pedal



**Woody takes a check on new liner before final cut on hub. The hub and drum are an interference fit and a thermal process is used for installation.**

pivot and bushing you wear the surfaces of both parts and 'slop' develops. Some of the pressure exerted on the pedal goes from a rotational force to a sideways force and you lose some of that efficiency. Moving to the brake hub the same thing happens. Dirt between the brake cam and bushing cause the brake cam to wobble in bushing and the pure rotation of the cam to spread the shoes becomes a sloppy rotation with a 'wobble' component. That wobble component does not allow the cam to maximally rotate and efficiently open the brake shoes correctly. In addition, the cam has a flat surface on it to help the shoes open and meet the brake hub correctly. If the cam is wobbling then you lose some of this control and the brake shoes are not held as effectively and flatly against the brake hub.

Another component to the degradation of function with time is the intrusion of dirt and water into the brake hub. Dust, grime, sand, and water work their way into the hub and are not cleaned out as well as they are with disc brakes. They don't shed water well because once water gets in the hub it takes longer to drain out of an enclosed space than it does with disc brakes. That dirt is trapped between the brake shoes and hubs and is ground into the shoes and hubs every time you apply the brakes. This stuff is very abrasive and wears grooves into the metallic brake hubs. Grooves in hubs are bad because they decrease the available contact surface for the pads to squeeze against. This in turn decreases the ability to generate friction and stopping force. In addition, this abrasion of the brake hubs increases the circumference of the hubs and this eventually leads to hubs and brake pads that have different diameters. Before you know it you're complaining that your brakes don't work.

**LK:** How can we make drum brakes work?

**Woody:** By restoring the individual components to 'like new' we can really make those brakes stop. We usually start with the hubs. By removing the grooves from the brake liner we increase the surface area available to generate friction. This usually involves placing the wheel into a brake drum lathe and removing some of the inner surface area, much like turning the hub on a car. Turning the hub also returns the braking surface to a perfectly round state. I see many hubs that are out-of-round due to heat, wear, or from uneven spoke tightness. Truing the brake surface makes the biggest improvement in brake performance.

**LK:** What happens if the grooves are too deep?

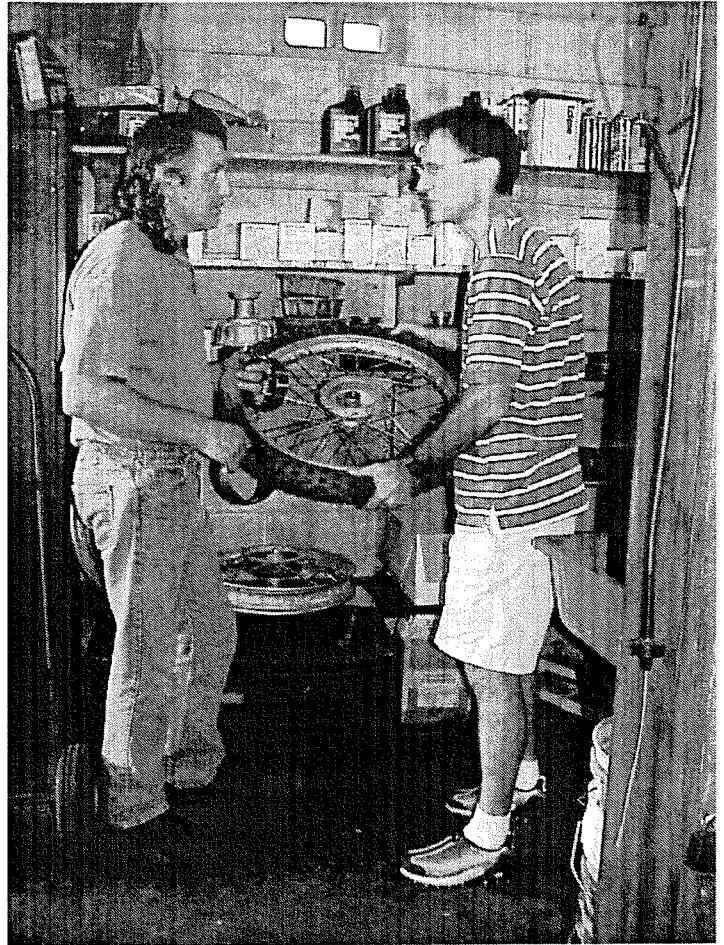
**Woody:** We can usually remove the grooves without doing anything else to the hubs or shoes. If the grooves are very deep and the hub has a real thick liner then we can remove more metal to get the liner perfectly smooth and trued. With deep grooves and a lot of machining then we may have to turn the brake shoes to match the circumference of the shoes to the circumference of the hubs. Remember, we want the shoes and hubs to have maximal contact area for maximal 'grab'.

**LK:** What if the grooves are really deep and the hub liner is thin?

**Woody:** Brake hubs do have a limit to how much you can remove. If the hub is thin and the grooves are deep then we go in and replace the brake hub liner.

**LK:** How do you replace the liner?

**Woody:** We place the hub on a brake lathe and machine the inner hub diameter to accept a precisely machined steel liner. On the Bultacos this means removing the chrome brake surface. On most other bikes it usually involves machining the steel hub to a perfectly smooth larger diameter surface. Once we have a smooth brake liner surface we press fit a new steel liner. This state-of-the-art process is very much like inserting a steel liner in a cylinder. The liner is held in place by what we call 'interference fit'. That is, the brake liner outer diameter is larger than the hub inner diameter. This holds the liner.



**Woody and Larry discuss drum liner options**

**LK:** Sounds complicated.

**Woody:** It may become complicated but we usually don't have to go that far.

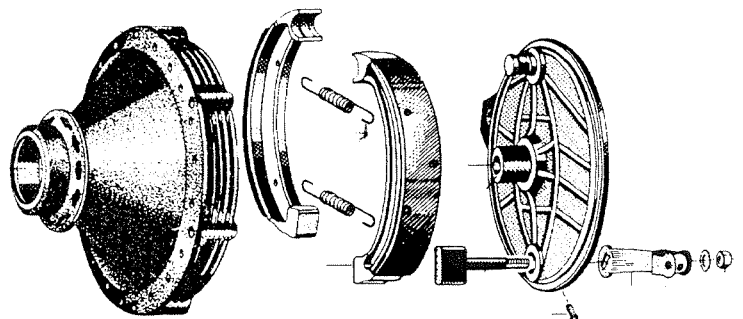
**LK:** What if the brake shoes aren't thick enough to machine down?

**Woody:** We can send the brake shoes out to have them 're-shoed' with thicker shoes. When they come back we true them to the hub.

**LK:** What else can you do to help brakes?

**Woody:** As I said earlier, bushings that allow the brake cam to wobble in the brake hub can be taken out and replaced with new bushings. By machining the old bushings out and replacing them with new bushings we improve the fit, decrease the tolerance, and keep the cam rotating the way it did when new. In addition, brake cams are replaced when needed.

Woody can be reached at his shop in Sanford, Florida at 407-349-2732 or at [WoodysvinGP@aol.com](mailto:WoodysvinGP@aol.com)







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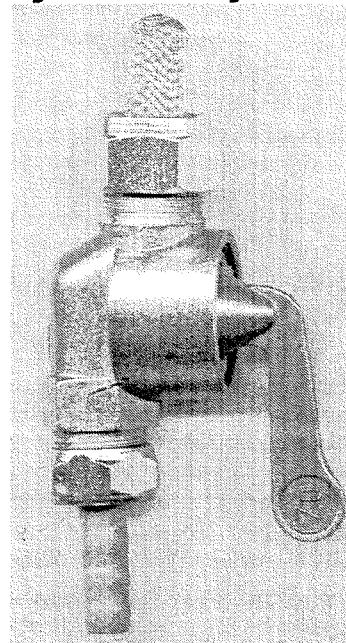


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## Paint Formula

### Husky 125 Yellow 76-78

Hi Husky club,  
 I finally found a good source for the paint code for a 1977 CR 125 fuel tank. Jon Wynn of Burlington Iowa purchased an unmolested and garage kept 1977 CR125 from his fathers friend recently. Very nice original bike I might add (he sent a couple of pictures of the Husky to me). The fuel tank has the original paint from Sweden on it! Jon was nice enough to remove the fuel tank and take it to his local DuPont paint shop and have the tank scanned and send me the paint code and I want to share it with everyone else. It is DuPont # B8627K.

The cumulative formula is:

<b>843J BRIGHT YELLOW</b>	<b>239.4</b>
<b>801J HS WHITE</b>	<b>333.0</b>
<b>890J TRANSOX YELO</b>	<b>395.4</b>
<b>881J HS YELLOW OXIDE</b>	<b>405.2</b>
<b>807J LS BLACK</b>	<b>408.0</b>
<b>853J RED ORANGE</b>	<b>408.6</b>
<b>150K B/C BALANCER</b>	<b>920.0</b>

This is a 32 oz mix size and is a Chromabase requiring clear coat. Hope this helps some people in the club and I want to say thank you to Jon!

*Martin O'Dell*

## 87 Husky 250 CR Linkage Bearings

Craig, I spoke with you on the phone yesterday to order an air filter and clutch lever assembly and you wanted me to email you with the Pivot Works part number which had the right size bearings for my 1987 Husky 250 CR. The part number on the package was PWSHK-Y07-421 which also indicates on the package this was a bearing kit for Yamaha YZ 125, 250, 400 for years 98-00. These bearings were suitable to replace either Husky part number 15 11 332-01 or 15 11 256-01 (I can't remember for sure since I already have my linkage mounted on the bike). Pivot works may have other kits which will provide suitable replacement bearings for other Husqvarna years and models. It may be interesting to note in this kit the bearings was the exact dimensions needed, however the seals and bushings provided in the kit would not work on my Husky. Hope this is helpful, Happy Huskys , Rex , <[rgardner@fadco.net](mailto:rgardner@fadco.net)>

## Replacement Ignition

### for Four Stroke 350

Hello Craig, My name is Mark, I called you early this week thanking you for putting me in touch with Halls Husqvarna. I put a complete 2000 ignition on my 1994 WXE 350. One more thing on the conversion one needs to know, the new flywheel nut needs to be ground down a millimeter or two. I found that the nut just touches the inside of the ignition cover. If you or any other Husky owners have any questions regarding this conversion please feel free in contacting me. My daytime number is 413 562-9691 ext. 15 or email [markp@commercialdist.com](mailto:markp@commercialdist.com). Thank you again for your help, Mark Placek

# Parkeringsstöd

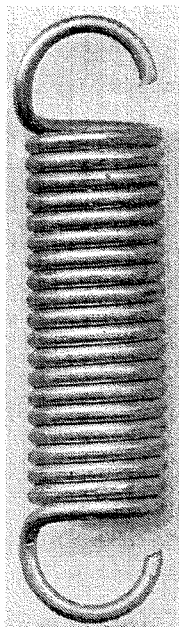
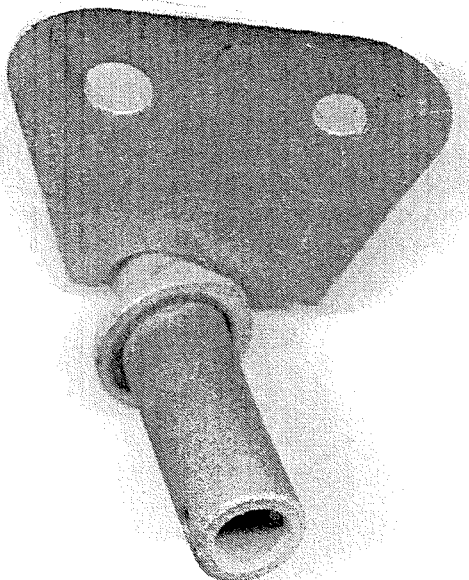
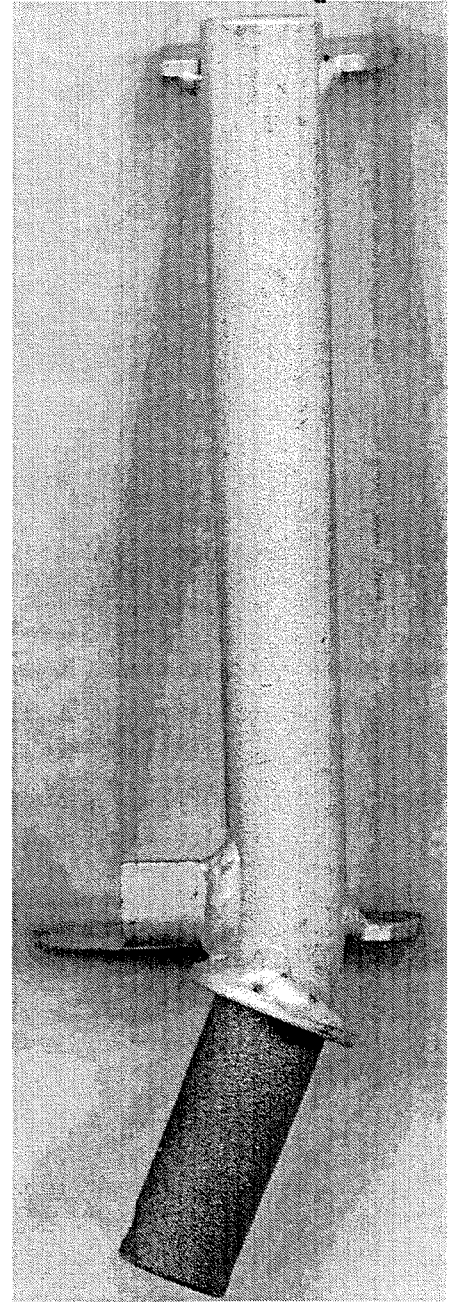
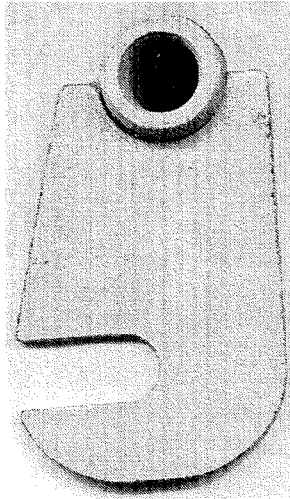
## Parking Rest = Kickstand

The kickstand on any dirt bike has got to be the most abused and misunderstood detail on the machine. You get the bike new and you marvel at how nicely the kickstand works. Next thing you know, people and kids want to sit on the bike, they are too short to touch the ground, so with kickstand down, everyone climbs on and bounces to their delight. The more modern the bike, the higher the stance, the more common this might happen. Maybe you find if the kickstand is down, you can use it as a "third leg" when you tie it down in your truck. Kinda pull it down against the kickstand to get a firm base to brace it. Maybe the bike is tall and it seems natural to use the kickstand to hold the bike steady as you kick start the machine to life. Maybe you are stopping in the woods and you need a good seat to rest on, so you put your kickstand down and take a break on the saddle.

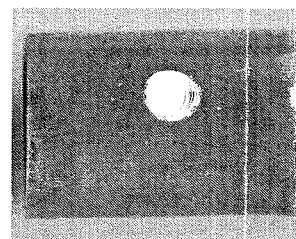
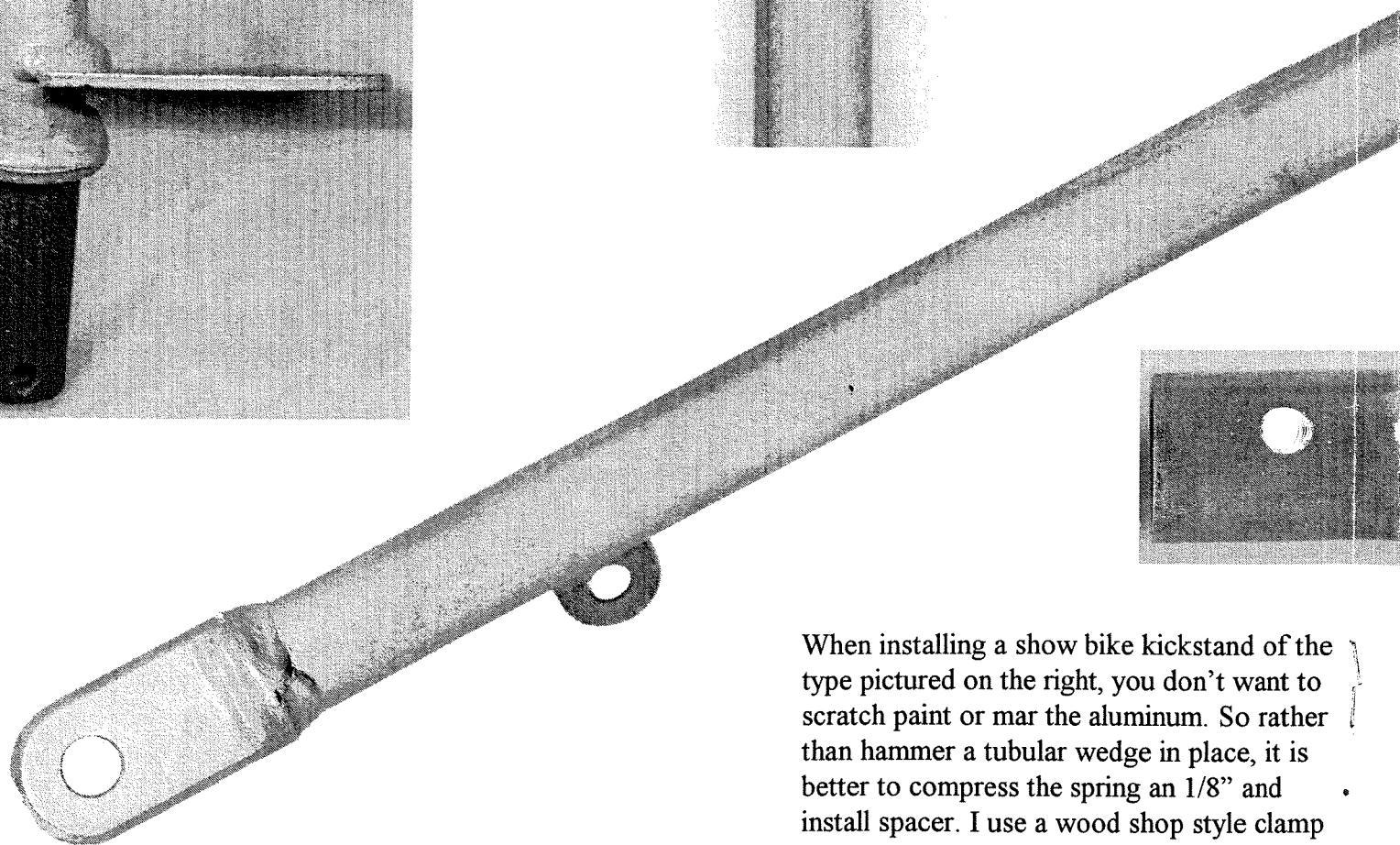
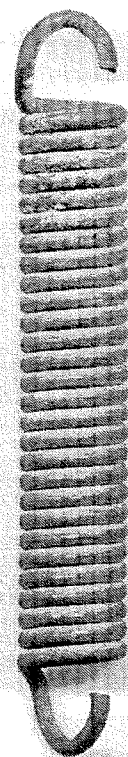
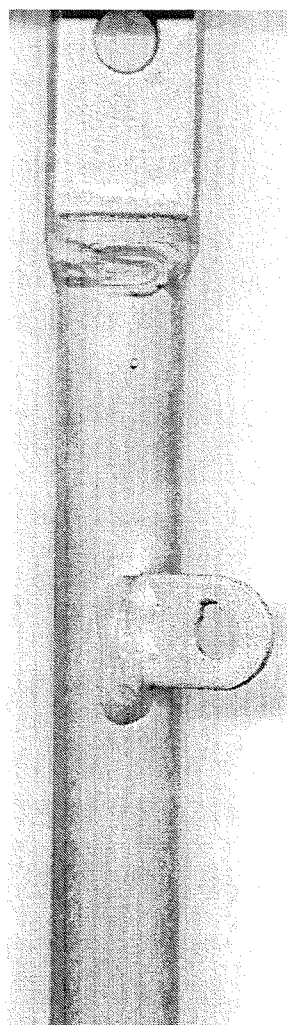
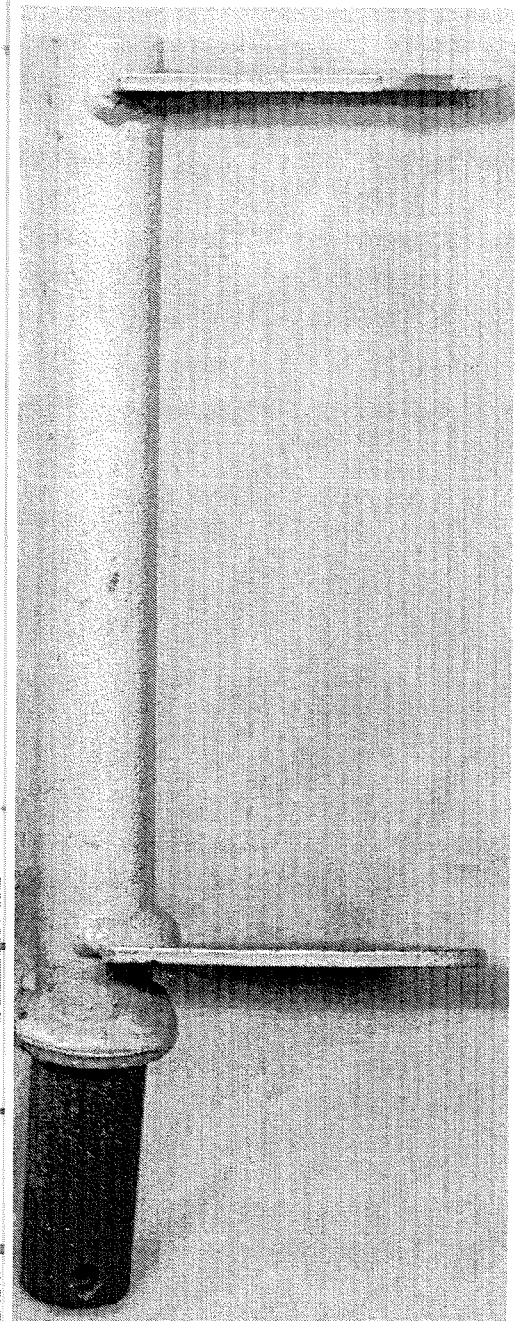
Actually the kickstand on a competition bike is designed as light as possible and is strong enough only for parking the bike alone. You probably already know this.

Also, your first race will require you to remove the kickstand, at this point you take it off and file it away, maybe never to be found again.

Anyway, here are some details to hopefully allow you fabricate or identify pieces for your Husqvarna.



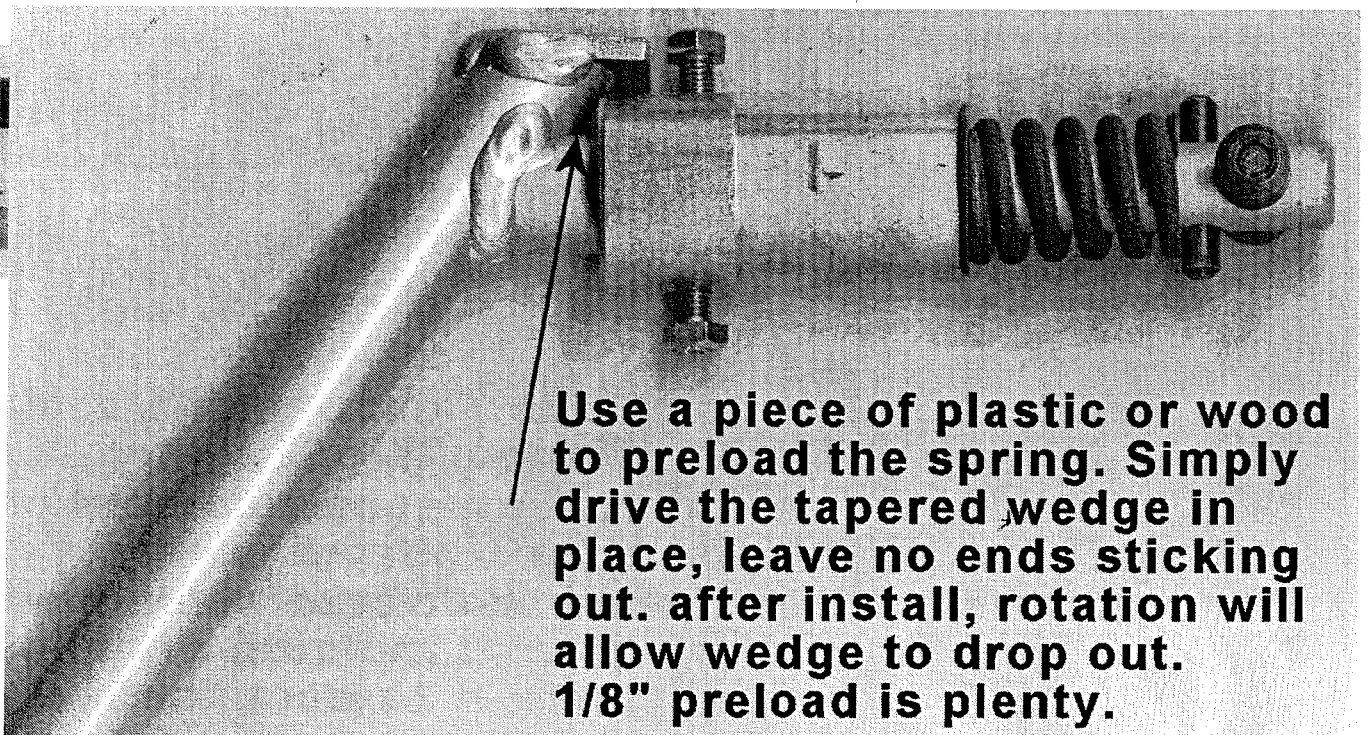
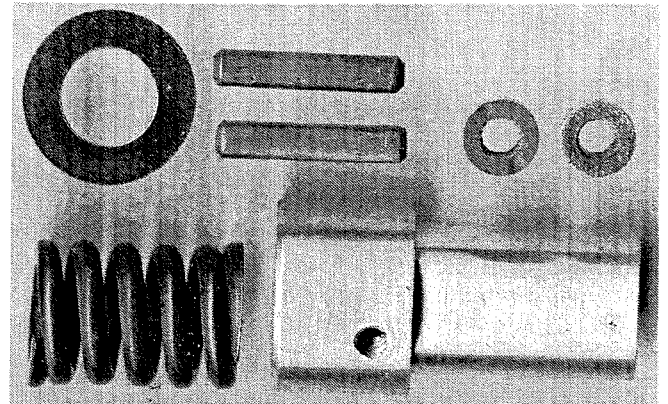
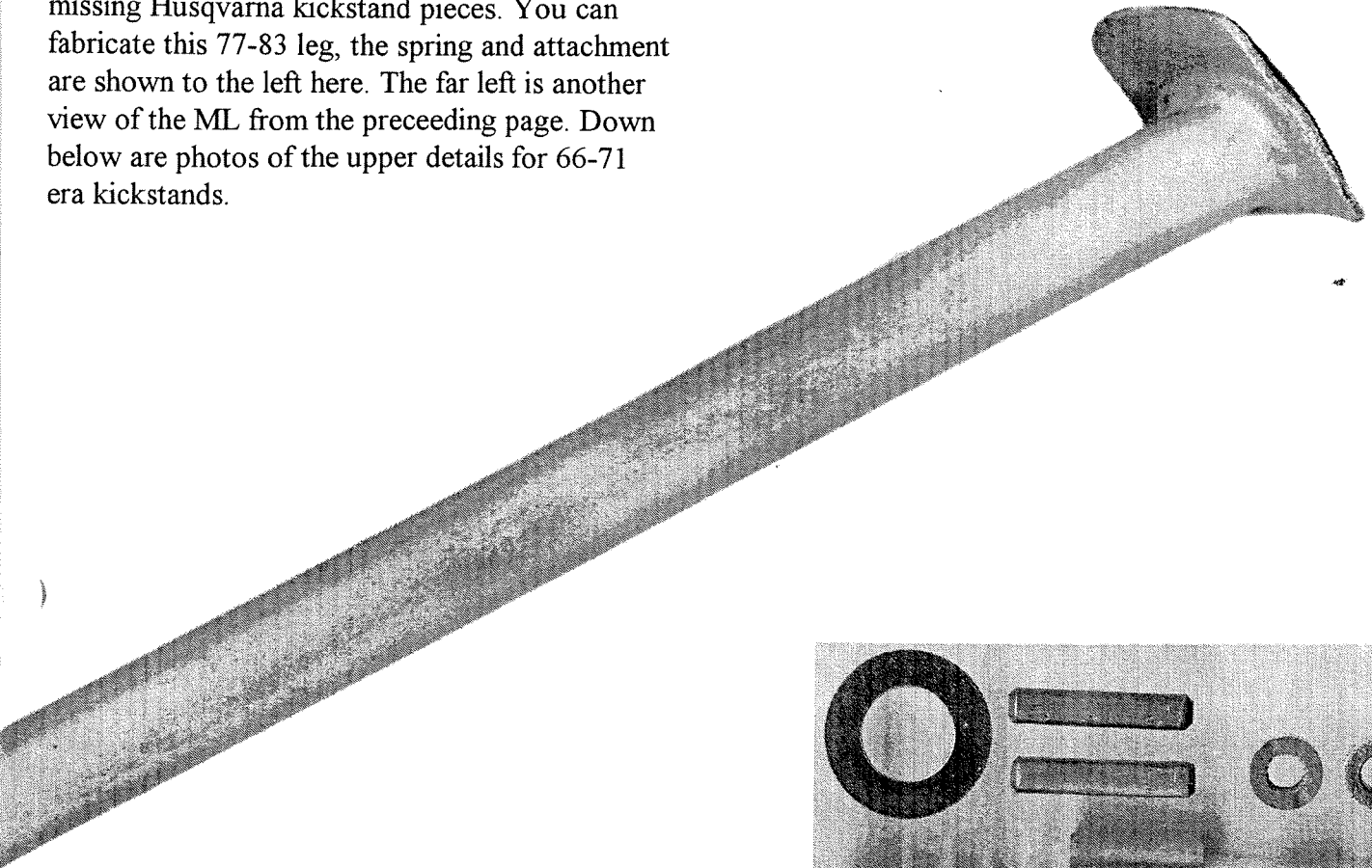
These photos are of the bracket used on a 75-76 ML series Husqvarna. This could be easily fabricated if need be. I will try and get a good ML kick stand leg for future issues, I do not have a good one yet. These are actual size photos. This spring was only used with the 75-76. See next page for spring for 72-74 + 77-84.



When installing a show bike kickstand of the type pictured on the right, you don't want to scratch paint or mar the aluminum. So rather than hammer a tubular wedge in place, it is better to compress the spring an 1/8" and install spacer. I use a wood shop style clamp and have fabricated a "fork" to press the aluminum. It is a piece of steel tubing to match the dia of the alum spool, see photo. I hope this helps, happy huskys, Craig



The intent of this picture display is to give you actual size pictures of some of the common missing Husqvarna kickstand pieces. You can fabricate this 77-83 leg, the spring and attachment are shown to the left here. The far left is another view of the ML from the preceding page. Down below are photos of the upper details for 66-71 era kickstands.



**Use a piece of plastic or wood to preload the spring. Simply drive the tapered wedge in place, leave no ends sticking out. after install, rotation will allow wedge to drop out. 1/8" preload is plenty.**

# SERVICE BULLETIN



ROUTE TO:

SERVICE: Yes

PARTS: Yes

CUSTOMER: Yes

DATE: February 20, 1986

YEAR: 1986

MODEL: All 1986  
2-Stroke

The following is a list of the ignitions fitted to the 1986 two stroke model Husqvarna motorcycles. Included in this list is the identification number Motoplat stamps on the flywheel or rotor.

IMPORTANT: Please note the revised timing specifications shown for each model motorcycle.

<u>MODEL</u>	<u>PART NUMBER</u>	<u>I. D. NUMBER/MOTOPLAT TYPE</u>	<u>IGNITION ADV. ON PISTON</u>
125 WR	16 14 801-01	0613060 - Flywheel	1.0mm
125 CR	16 14 790-01	0619006 - Rotor	0.75mm
125 XC	16 14 801-01	0613060 - Flywheel	1.0mm
250 WR	16 14 801-01	0613060 - Flywheel	.49mm
250 CR	16 14 790-01	0619006 - Rotor	.61mm
250 XC	16 14 801-01	0613060 - Flywheel	.49mm
400 XC	16 14 794-01	0616020 - Flywheel	2.05mm
400 WR	16 14 794-01	0616020 - Flywheel	2.05mm
430 AE	16 14 794-01	0616020 - Flywheel	2.2mm
500 XC	16 14 794-01	0616020 - Flywheel	2.2mm
500 CR	16 14 794-01	0616020 - Flywheel	2.2mm

## Flea Market Tip

for 75 thru 77 Husqvarna WR models

As you rumage thru vendor small items at your next motorcycle flea market, keep an eye out for a black edged, red label with a baggie attached. This Skyway baffle with a red silicone rubber flapper is a Husqvarna piece used on the tail of WR models for the years of 1975 thru 1977. It may also fit other applications like the bolt-on Skyway spark arrestors. The diameter is 3". I have never seen one that was not 3" so no sense wasting time trying to figure out if it is an exact diameter, just buy it! If you can't use it, send it someone for a Christmas gift!

## GIRLING SPRINGS for SB and SBDA type Units (1960-1982 era)

A system of color markings for the identification of suspension springs has been devised, and it consists of three splashes of paint applied to the coils of the springs in the manner shown in the illustration. The color combination together with the list below, provides the key to the part number and spring rate.

The two outer colors are the same and called the "primary" color and the inner is the secondary color. All the springs listed are for the adjustable SB and SBDA type units.

### SUSPENSION SPRINGS IN ORDER OF SPRING RATE

Ref. No.	Color		Rate Lbs./In.	Length (When fitted)	Load
	Primary	Secondary			
64539002	White	Yellow	42	9-4	18
9054/64	White	Blue	45	8-0	35
9054/90	Yellow	Blue	54	9-4	20
9054/317	Yellow	Yellow	75	8-0	40
9054/66	Yellow	Green	78	9-4	23
9054/103	Yellow	Red	80	7-5	23
9054/59	Yellow	White	88	8-4	28
9054/94	Green	White	90	9-4	27
9054/58	Green	Yellow	90	8-0	27
64541820*	Green	Orange	60/90	8-1	100
64541788*	Green	Purple	60/90	8-0	60
SA286/46	Green	Red	96	8-1	27
9054/53	Green	Blue	100	7-4	30
9054/280	Green	Green	100	8-4	28
64541530*	Green	Pink	70/100	8-4	70
9054/312	Red	Pink	110	7-8	25
9054/277	Red	Red	110	8-0	35
9054/70	Red	Blue	110	8-4	45
6454114			110	8-4	45
9054/88	Red	White	110	9-4	28
SA286/54	Red	Green	120	7-5	63
9054/63	Red	Yellow	126	8-4	50
64539963	Red	Orange	132	8-0	62
SA253/5	Blue	Yellow	145	8-0	28
SA193/57	Blue	Red	150	8-4	73
9054/165	Blue	Green	160	7-0	42
64540471	Blue	White	195	9-4	35
64541653	Blue	Orange	210	8-8	35

\*Twin Rate Spring

The above information provided by Bill McNees - [bmcnees@satcom.net](mailto:bmcnees@satcom.net)

Editors note- most Husqvarna used yellow/yellow 75 lbs on oem bikes 1966-73, three sloppy yellow 1/4" stripes down the side of the coil spring. If you doing a restoration, these stripes should visible and correct.



# MegaClassifieds #29

I am looking for engine cases for a 1986 Husky 250 XC. Preferably new but used in excellent condition will also do. Please email me at [bill@keystonesoftware.com](mailto:bill@keystonesoftware.com) or call (800) 289-9109 x11

FOR SALE: 1976 Husqvarna 250 Cross Country #ML09168, \$495. Excellent condition. Contact Mike at 408-984-0655 or [01946@gloryworks.com](mailto:01946@gloryworks.com)

Sale or trade , 1984 WR-250 in great running condition all original parts, stickers little faded, around 1800 original miles owned by me for last 15 years. I would like a mid 90's wr-250 or wxe willing to trade for bike and cash or take \$1000 for 1984. Thanks [RAM194@aol.com](mailto:RAM194@aol.com)

Have 2 1974 Huskys. One is MJ other is an MK. Both need help, but most parts intact. email for info. Located 1 hour north of San Francisco, "E Davis" <[ereidd@hotmail.com](mailto:ereidd@hotmail.com)>

HUSKY 510 MAHLE piston with rings. Second over size 92.44mm £100 plus postage. I am in the UK, but will ship any where. [bp007c2834@blueyonder.co.uk](mailto:bp007c2834@blueyonder.co.uk) Many thanks, Ben Penny

English Husky 360 cr 1968 for sale surgically rebuilt to Concours standard this machine is ready for showing or racing. \$4200 plus shipping photo supplied. Richard at [ambler@ambler-brothers.freeserve.co.uk](mailto:ambler@ambler-brothers.freeserve.co.uk)

For Sale. HUSKY EVO Racer! 1983 430 WR. Less than 6 hours on new top end. New fork seals. New reeds, New kick starter assy, New rear tire (Dunlop), New wheel bearings front & rear, New Clarke 2.2 gal tank, New FMF Turbine Core silencer, New Motion Pro throttle. Many Many extras. MSR desert tank, front fenders, rear fenders, brakes, kickstand, spare seat, Bark Busters, side covers (left & right). Plus everything needed to restore to original. Headlight, bulbs, brake light, chain guard, speedo w/ cable & cable guide. \$1500 + ship. Richard Townsend [infosysassoc@aol.com](mailto:infosysassoc@aol.com)

Wanted\*Bing 1/36/112 carb. in very good condition to fit on a '74 250 Mag. Or a very good Mikuni to fit the same bike. Call Eric @ 702-566-0665 or email [metricnut59@yahoo.com](mailto:metricnut59@yahoo.com)

'85 Husqvarna 250CR parts for sale - front brake caliper (Brembo) \$15 Seat (has a few nicks etc) \$15, Pictures available, both parts plus shipping. Bob Skelton , Hernando, Fl. , 352 341 5790 [robertskelton@webtv.net](mailto:robertskelton@webtv.net)

I have a 1985 WRX400 for sale. It needs a top end (rebores, piston, ring), and the radiators boiled out. On my last ride, the cooling system evidently clogged up and the bike seized. I had

the local dealer look it over, and they said that the radiators need a thorough cleaning out but are OK otherwise. The rest of the bike is in very good shape. It has about 1,350 original miles, with the original tires (the rear is worn). The suspension, brakes, bottom end, etc., are all fine. I rebuilt the entire kickstart mechanism about 6 months ago. You could get it back on the trail for about \$500, or use it as a good parts bike. I think that \$425 would be a good deal. This includes complete parts schematics and lots of spare parts sources. The bike is located about 45 minutes north of Denver. I will arrange for shipping if the buyer pays for crating and freight, or will deliver within 150 miles of Denver. Call John at (970) 593-1899 or cell# 720-849-3635, or e-mail at [john.donahue@electro-test.com](mailto:john.donahue@electro-test.com).

I am selling a 1976 Husky 360 automatic. It needs a kickstarter gear it ran when parked 10 years ago Hasn't been started since it was kept in a garage the bike is all there except little odds and ends I am asking \$200 obo/ for it and buyer pays actual shipping. Pictures can be available if really interested. Please email me at [lk1104@ptd.net](mailto:lk1104@ptd.net) if your interested Thank You  
For Sale: 1983 Husky XC 250. In very good "raceable" condition. Good cosmetically as well. Has CR motor. \$1600 [ALFREDHURT@aol.com](mailto:ALFREDHURT@aol.com)

2000 Husqvarna CR-250 for sale, ridden approx 2 hrs it is in perfect condition, never dropped, everything is perfect. [vin#2CGCR2506YV060150,eng#5A1AY50784](mailto:vin#2CGCR2506YV060150,eng#5A1AY50784), asking \$4,500. Scott Haase e-mail- [shaase@insight.rr.com](mailto:shaase@insight.rr.com) Blacklick, Ohio, Ph#614-501-7064

1989 Cagiva WMX 125. Parting out bike. Has no carb, no piston. Make reasonable offer on any parts, motor casing says Husky on it. Pls call w/ ?'s 802-878-8895 or email [apbialowoz@yahoo.com](mailto:apbialowoz@yahoo.com), paul bialowoz

1976 Husky Automatic , restored engine and transmission strong, good running, workshop and parts manuals, also some tools \$1900+shipping contact Don at (860)774-0000 bike in CT.

2000Husqvarna SM610R. The bike has 5700 kilometers and is stock except for acerbis hand guards. Excellent shape. Never ridden like it deserved to be. Only 13 in U.S. that year. New baby takes up all my time. \$4500. e-mail [kirkgeist17@hotmail.com](mailto:kirkgeist17@hotmail.com)

HUSKY CLEARANCE SALE - 4 Husky's \$5000, 3- 74/ mag/ 250s 1-73 cr/400 , all mags complete 2 in racing condition 1 apart needs motor installed in fresh powder coated frame and new piston installed. 2 have circle f pipes 2 have modified forks 1 by vintage iron 1 by vintage husky both have alum. triple clamps 1 w/timkin bearings 1 w/o 1 has works shocks 1 has Öhlins both have boyseen reeds, also extra tanks and vintage iron pipe misc. spare engine cases trans gears etc. 400 cr complete good spark good compression tank has no dents due to volume shipping not possible delv. can be discussed bikes are in Houston Texas call Fred Lasseter 281-358-5831 or e-mail me at [fredlasseter@att.net](mailto:fredlasseter@att.net)

for sale 1981 husky 250 xc bike is in good shape, motor runs great, but cannot find certain parts. needs clutch basket, kick starter arm, that's it. can find the kick starter but not the clutch basket. great deal 700\$ if interested please contact me at Dan-9@juno.com or call 970-389-2227

For sale 1972 cr 400 small shaft Motoplat, complete with flywheel and undertank coil, has good spark. Also for sale new piston ring for Husky 400 piston 81.42 mm. Thanks Tim Cochran

1974 WR 250 Frame stripped, welds checked and repainted correct Husky gray. All nuts and bolts replaced with new. Motor torn down and inspected, trans rebuilt. Tank repainted by John L. of Vintage Husky in Calif. New tires, correct NOS petcock, New shoulderless Akront Rims hand laced by John L. new hubs, brakes, wheel bearings New o-ring chain and sprockets. All control cables and Magura levers, Pipe repacked and painted. new seat. I also have a brand new double D race pipe never used. Frame#MK12538 Engine#2037-0129. Leroy Reza Findlay Ph. cell# 419-421-1550 days \$2400 Firm

WANTED: 1971 HUSQVARNA 360 C SPORTSMAN, looking for Husky Sportsman in clean, stock, excellent condition, Call Tom (310) 392-9817 or email theschrode@yahoo.com

Wanted - 1983 Husky CR500 transmission cover P/No. 1619824-01 and silencer P/No. 1514548-01 or replica. Email Richard at rgselec@chariot.com.au

Wanted for 1973 360RT. Tail light assembly, Battery, Nice Fenders, switches, etc. srstilwill@aol.com or 408-281-0833 I have an early 70s complete engine with carburetor. The engine I believe is a 250. It has been in a cardboard box in storage for the fifteen years that I have had it. Its condition is unknown but im sure it needs a rebuild. It is time for it to go to someone who would want it or it will be trashed. Offers are open."Dennis grooms" <deg55post@msn.com>

Wanted 2040 -xxxx 125 motor with lo number for a 77 125 project bike. I don't need cyl or head, I do need correct Bing carb. Call Craig 304-267-6471 or husky@intrepid.net

My name is Ryan Connelly and I have acquired a large inventory of early 60s and 70s engines and I have no use for them also 2 brand new never used 125 and 250 left and right case halves still wrapped in Swedish newspaper with right handed shifters. I will trade for Motoplat ignitions and 510 parts. please email me back at connellys@pathway.net or call afternoons 724-662-1151 if interested

1975 husky 360wr runs, but needs carb work, not orig. tank, needs cosmetics such as fenders, plates etc. restoration project bike. \$400 email or 509-325-4500, Spokane. Washington,

"Mike Hood" <mhood@ces-spokane.com>

For sale - 1974 Husky 250 WR, MK 12824, new plastic, zero hours on new engine by Advance Tool and Die, new levers, grips, bars, new chromed tank, new shocks, fork seals, rubber, etc - \$1700 obo, jherron@insightbb.com

1980-82 Husqvarna 430cr engine cases wanted must be in reasonable condition. will pay all shipping costs. contact boothybunch@aol.com (England)  
01 Husqvarna CR125 Frame #ZCGCR12381V010428 Less than 10 hours mint condition Pro-tapers Fast by Ferraci Bar clamp, Pro Circuit pipe and silencer, skidplate Have all stock parts \$3600 obo Waukesha WI Tony 262-662-2088 or 414-379-3956

1978 CR125, exc. cond. needs frame and pipe painted. All stock, all orig. runs like a raped ape. New tires, fork seals, tank professionally painted, seatcover, airfilter, levers, chain, topend etc...1500.00 invested. Can e-mail pix. 916-487-4982 or philanthropist93@earthlink.net

1983 - 430 WR I would like to sell. Bike is in Western Pennsylvania, runs, rides, needs seals and bushings on suspension. Motor No. is 2087-3557, Frame No. WOO9340. Would like to get \$800, but will entertain offers. e-mail me back if any questions, maxstephanie@aol.com. Thank you. Chris 724-744-7779

Husky Betor front triple clamps for sale, good shape, first \$40 takes. Arizmxmike@aol.com (602) 448-1476

1971 Husqvarna 400 MotoCross For Sale it has many new parts new shocks, Fenders, seat, tires new rebuild on motor fresh powder coat on frame new chain and sprockets, new shocks Bike Has a small dent in the gas tank the tank is off a 360 cross I am asking \$1800 or best offer will also consider trade for a 4 wheeler of equal value. The numbers on motor are 403681M. The numbers on frame are MI.2785 This Bike runs great and is very fast Usually starts on first kick. The bike is located in Caldwell, Ohio contact phone is 740-732-1461 ask for Dave. My email address is xmasfreak@frognet.net

For Sale: 76' Husky 360 rolling chassis with good air cleaner and very good lower-end. Have the top-end but needs piston. First \$275 takes it. Arizmxmike@aol.com or (602)448-1476

Good condition 1977 CR 125 clutch cover wanted. I'm having a heck of a time shifting and hope this is the problem. E-mailccrs@winco.net with description and price. I would consider complete engine if price is logical. Thanks much. - R. Snell

Wanted: 90's model blown motor for the ignition stator to finish my 510 four stroke bike, will also buy any motoplat stator working or not that will fit this motor. Jeff omclc@bellsouth.net 662-234-5608

Wanted, 81-82 430 CR, XC, WR for a reasonable price please call Mike in Haines City, Florida at 863-422-7689

1986 510TX four stroke Husq. "XR Honda killer" with spare engine. This bike runs and rides excellent, needs nothing. \$2200 U.S. the package. Will separate. Marty in Dana Point, CA, E-mail me for photos at: islandinspired@earthlink.net

Wanted 1972 125 Gas Tank. also looking for Husky Tools for a 72 125. email rjhazel@alltel.net

For sale - 1988 430 automatic. Excellent condition, renthal bars, ohlins 5.4 shock spring, new(never ridden on) tires-dunlop 756/bridestone m58, Ee master clinder protector, husky products water pump guard, uni air Filter, boyseen reeds, acerbis rotor guards. Set-up for for mx. Includes All original parts: speedo, front light, rear fender/light, bars, hand Guards. Also includes engine/transmission parts: 1st gear springs, Gaskets, spare coil(pvl), transmission fluid. Motor # 021820227 Frame # zhuae430455028091 \$1,500. John@(210)684-2922, e-mail jrbalcom@yahoo.com san antonio tx.

For sale 1985 500 ae automatic - bike disassembled. Frame powder coated, Looks new. Ready for re-assembly. Motor # 20900190 frame # wo11544. Make offer john@(210)684-2922, e-mail jrbalcom@yahoo.com san antonio

Need the following for an '84 WR250; carb to reed block manifold, countershaft sprocket cover.

E-mail me at nrsnow@aol.com Steve Williams 817-834-0316

brand new cylinder-piston for wr 360 model 93-95 bought from italy untouched! In his box with papers & all 600 euros!!! kodolemos, john, athens-greece, no 0936757071 kodolemosfromhell@yahoo.com

for sale - 73 450 WR - mostly original, has lights, runs good, very good condition \$1400 - call john sommers 423-854-0909 - Johnson City TN

1980? 390cr #mn95600 engine 20801603 with expired Ca. green sticker 203721v for sale in Florida. Bike is in nice running and looking shape and is started regularly. Updated a long time ago with 430cr forks, shocks, tank, seat, fenders and has an Up-Tite pipe with Answer spark arrestor. Recent work is new headset bearings, lower end rebuild and shock rebuild done by Up-Tite. Bike is in nice shape and would need very little to race. Just got laid off in the airline industry and must sell my toy of over ten years. \$1000 to a good home. Contact John Farren at Ph# 941.480.1981 or fax 941.480.1462 or email johnfarrenjr@yahoo.com

1980 250 cross country.i just put in a new wiseco 1mm over size piston.bike starts and runs fine but looks like it has received little care from its pervious owners.bike is complete except for right side air box cover. 500 the frame # is xn17092 and the motor is 2089 1223. obo .randy eyster 940-627-4547, springtown tx eyster@azonemail.net

1973 WR 250 Nice, original condition, stock bore, new tires and seat. Runs great. \$1500 So Ca. 760-240-6611 E mail pamermom@msn.com

I would like to post a few bikes on your site. I have photos for the bikes as follows. 1999 cr 250 \$3999 mvc-006, 2001 cr250 \$4395 studded ice tires \$400 extra mvc-003, 2001 cr50s \$1395 mvc-002 please email me back at www.Lcpsports.com thanks <sales@lcpmsports.com>

1980 250 WR for sale. Good restoration project. Starts & runs good. You can even ride it. It is in decent shape, but needs work. Specific needs are new clutch, chain tensioner, new kick starter cog/spring, other assorted parts & TLC. Has original head light, decent gas tank with couple of minor dents, almost everything is here. Does not have original pipe. I planned on restoring, but have not started (for the last 7 years). \$650 takes it. Mark Hainen mhainen@aol.com

For sale - Complete Motoplat system from 72 400CR, stator, flywheel, tank coil - has good spark new piston ring for 400 Husky 81.42, Mahle 4 counter shaft sprockets, NOS, 2 are 15T, small splined fits 74-76, others are 14t and 15 t and have larger spline. Wanted - swing arm bushings for 76 250 WR phone Tim Cochran 412-767-4293 , e-mail planejane21@excite.com

1970 Husky 400 Cross 4-spd for sale. In excellent condition, runs great. Rideable but needs new rims & tubes. \$1500 obo. San Jose, CA. call Barry at (408) 286-8555; Will e-mail photos & details. barry.e.morgan@lmco.com

89 510 TE -B that has been rebuilt from the ground up it was previously owned by the local Husky dealer in my area.I have got new plastics all original except for the rear guard,it has new Regina O-ring and sprockets, Tag bars,new tyres,new air filter,new timing chain,new cables,braided front brake line,it currently has an aftermarket single exhaust on it however I do have the original over and under silencers,I also have the original front headlight assembly.Both front and rear suspension have been rebuilt,this bike goes hard and rides great the only reason that I have to part with it is to pay for the 2002 570 TE that I have bought.Around \$5000 AUS , "Bryan Granshaw" <bryangranshaw@bigpond.com>

Wanted,430 motor,five or six speed to replace my automatic 430 in my 1987 husky.must be in good shape.contact jim @ midasequip@aol.com

SALES • SERVICE • PARTS • ACCESSORIES

**ToyTech**

**H Husqvarna Motorcycles**

Phone 717-469-9484

Fax 717-469-8582

toytec91@aol.com

SCOTT FETTEROLF

424 Firehouse Rd.

Grantville, PA 17028



# 1982 1/2 Husqvarna 500 CR

## Technical Data -

### Engine: Single cylinder two-stroke

Displacement: 488 cc  
Bore std: 86.00 mm  
1st over: 86.50 mm  
2nd over: 87.00 mm  
3rd over: --

Stroke: 84.00 mm  
Compression ratio: 9.5:1

### Transmission:

Number of cogs, gearbox:

1st	17:29	1.71
2nd	20:26	1.30
3rd	23:24	1.04
4th	25:22	0.88

Primary transmission ratio: 1.79 (39:70)

Secondary transmission ratio: 4.42 (12:53)

Chain dimension: 5/8" X 1/4"

### Carburetor:

Type: Mikuni  
Venturi: 44 mm  
Main jet: 400  
Needle jet: BB5  
Idling jet: 35  
Needle position: 3 from top  
Air screw opening: 1.5 turn from bottom position  
Air jet: 0.7  
Throttle: 2.0  
Needle: 7DH3

### Electrical System:

Type: CDI  
Ignition advance: 18 degrees  
Ignition adv. on piston before TDC: 2.8 mm  
Ignition adv. on rotor before TDC: 9.8 mm  
Spark Plug: Bosch W4C  
Magneto: Motoplat, rotor 63

### Front Fork:

Husqvarna  
Travel: 300 mm/11.8 in.  
Lead distance: 152 mm/6.0 in.  
Fork Angle: 30.5

### Oil capacity per leg:

Oil change: 460 cc

Disassembling: 470 cc

Oil recommendation: Engine Oil SAE-10

Air pressure/leg: Max 50KPa/7.3 psi

### Total gear ratios (crankshft: rear wheel):

1st	13.53:1
2nd	10.29:1
3rd	8.23:1
4th	6.96:1

### Oil capacity in gearbox: 1400 cc

Oil recommendation: Engine Oil SAE 20

### Fuel System:

Fuel: Gas min. 94 oct.  
Lubrication: According to oil manufacturer  
Tank capacity: 10.3 lit/2.7 gal.  
Oil recommendation: Bel-Ray MC-1+

### Rear Suspension:

Travel: 310 mm  
Springs: short 183 lbs/in. long 154 lbs/in.  
Type: Öhlins  
Wheels and Brakes: Front. Rear  
Tires: Trelleborg 3.00x21 5.00x17  
Spoke dia: 4/4.5 mm  
Brake drum dia: 160 mm  
Air pressure min:  
Air pressure max:

### Dimensions:


Length: 2190 mm/86.2 in.  
Height: 1260 mm/49.6.  
Wheelbase: 1505 mm/59.2  
Seat height: 970 mm/38.1  
Ground clearance: 345 mm/13.6  
Weight: 107 kg/235.9 lbs.  
Load, rear wheel: 55%  
Load, front wheel: 45%


### Torque Specifications:


Flywheel nut:	70 Nm	50 ft lb
Cylinder head nuts:	33 Nm	24 lb ft
Cylinder head screws:	25 Nm	18 ft
Engine mounting bolts:	40 Nm	29.2 ft lb
Crankcase screws:	12 Nm	9.0 ft, lb
Rear fork bolt nuts:	60 Nm	44 ft, lb
Spark plug:	40 Nm	29 ft. lb.




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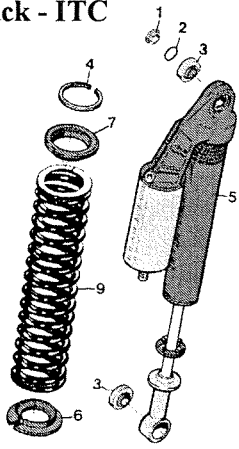
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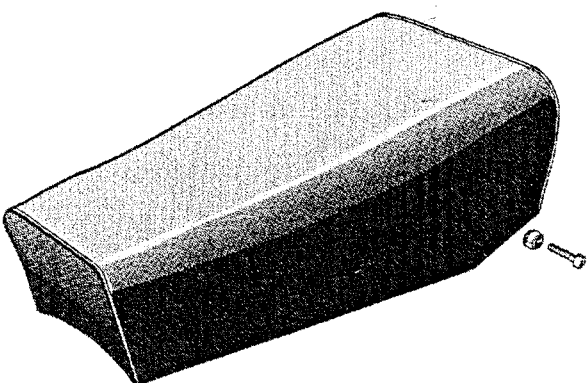
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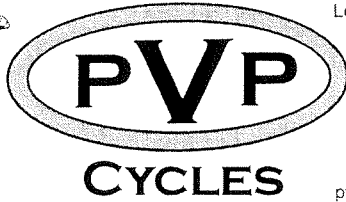
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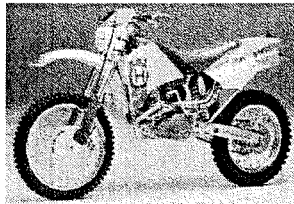
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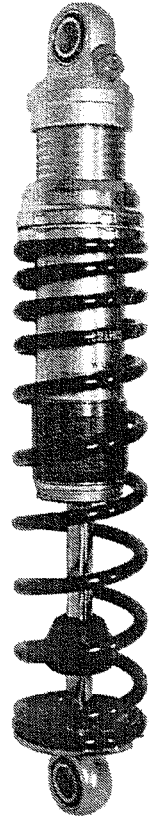
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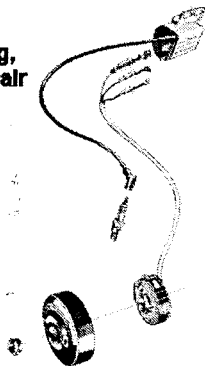
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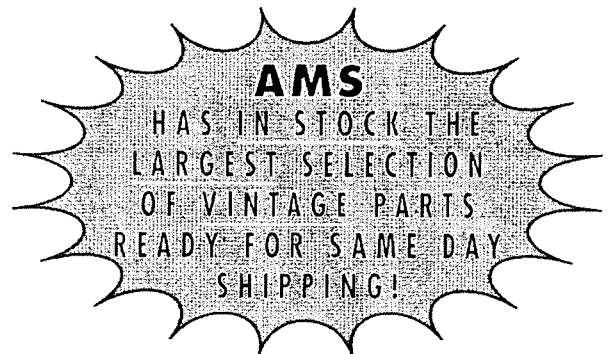
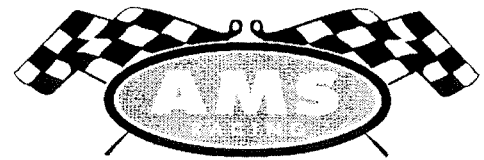
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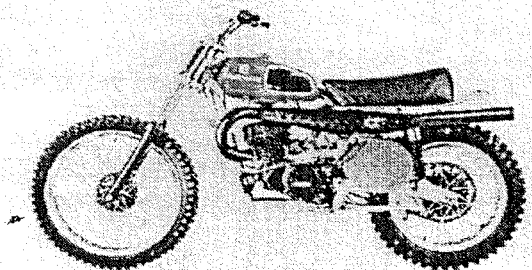
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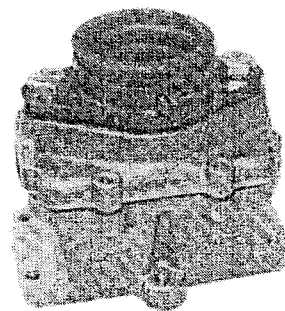
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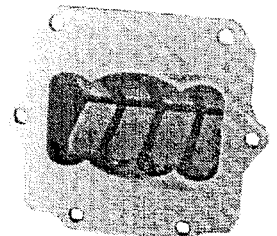
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