

Husqvarna Report

#32

1903 - 2003 is 100 years!



1983-84 was the introduction of the worlds first "out the box", competition ready, world title contender 4 stroke motorcycle! It was engineered and produced by HUSQVARNA. Three models - motocross 500TC, cross country 510TX, and enduro 510TE. Ohlins dual piston ITC twin shocks, twin exhaust pipes and mufflers, the TE model was an immediate hit with the Enduro riders.

This issue -

84 to 04 tech spec comparison
Kevin reviews first day with TE450 100 year
Ed Sims' 67 360 project race bike
Evo clutch inserts
McKay's 82.5 500 CR project

Rebuild your Bing 54 and set floats
Sprocket covers for 72-88 - mix and match
Megaclassifieds
Bulletins from the Past
Suppliers for all parts



1984

engine	single cyl, 4 stroke, SOHC, 4 valves
displacement	503 cc
bore x stroke	91.5x76.4 mm
clutch	cable, Magura lever
number of gears	6
starting	kick start only
cooling	air
ignition	SEM CDI
carburetion	DellOrto 36 mm
Chain	520 5/8" x 1/4"
Frame	chromoly single tube cradle, heat treated.
front brake	Dual leading shoe drum 160mm
rear brake	Drum 160mm
front fork	40 mm Husqvarna fork, air caps, tapered steering head bearings.
travel	11.8"
rear suspension	Öhlins ITC, progressive spring rate, dual piston technology.
travel	13.6"
tires-front	Trelleborg Deep Grip T544 3.00-21"
tires-rear	Trelleborg Deep Grip T544 5.00-18"
Front Rim	Nordisk 1.60" x 21"
Rear Rim	Nordisk 2.15" x 18"
wet weight	265 lbs (w/light kit)
wheelbase	58.90"
min. ground clearance	15.20"
seat height	39.20"
fuel tank capacity	2.70 gallons

2004

engine	single cyl, 4 stroke, DOHC, 4 valves
displacement	449 cc
bore x stroke	97x60.76 mm
clutch	hydraulic
number of gears	5
starting	electric and kick start
cooling	liquid
ignition	digital CDI (variable timing)
carburetion	Mikuni TMR 41 mm
Chain	"D.I.D." 520V6-5/8"x1/4"
Frame	chromoly single tube cradle with detachable aluminum subframe
front brake	Brembo disc 260 mm
rear brake	Brembo floating disc 220 mm
front fork	45 mm Marzocchi inverted telescopic adjustable fork
travel	11.8"
rear suspension	Sachs triple-adjustable single shock absorber with progressive linkage
travel	12.6"
tires-front	Michelin Enduro Comp 3 90/90-21"
tires-rear	Michelin Enduro Comp 3 140/80-18"
Front Rim	Excel 1.60" x 21"
Rear Rim	Excel 2.15" x 18"
wet weight	255 lbs (w/light kit and water, gas, oil)
wheelbase	57.48"
min. ground clearance	13.38"
seat height	38.38"
fuel tank capacity	2.03 gallons

2004 TE 450 Husqvarna



Hey Kevin, I hear you are getting a brand new 2004 TE450! I would like one myself, how about an article on it when it arrives?

Okay Craig,

Sounds good to me. I may have to put out two articles, depending on news letter publishing dates. I have many observations about all the info versus real life. I uncrated and put together my Husky so I've already experienced some interesting things. Here goes.....

1. Husky UPS's a separate box of goodies to put the bike together. The stories of a kick starter thrown in every crate so far hasn't come true but I'm looking for answers. In the box of goodies you do get are some essentials and an eclectic mix of stuff that will leave you scratching your head. How about a cap for the radiator overflow tank...oh did I mention there isn't a radiator overflow tank. A neat little bag of washer, shims, a seal and a gasket for a taillight lens to another bike, perhaps a 610.

2. This is the most gorgeous looking off road bike I have ever owned. The graphics are stunning, the fit and finish is beautiful, I am marveling at all the 100 year stickers. There is a neat little sealed battery that sits in a cradle in the air filter box. If you need to change the filter, the battery, cradle and all, simply tilt up and out of the way for easy access.

3. The bike comes out of the crate in mx attire so if you want you can leave it as is or install the enduro lights. All plastic comes from Acerbis as do the lights. I have seen lots of pictures of taillights that hang down from the rear fender on a bracket, but this bike comes with an off the shelf Acerbis unit that mounts on the top of the rear fender. The only problem is if you mount the light there, it will be right in the middle of the 100 anniversary sticker, heaven forbid.

4. The bike comes with those European eco friendly knobbies, so a tire change will be in my future.

5. There is a speedometer that comes in the setup kit. It looks like the one on my 10 speed bicycle. Battery operated with multi function and a pickup from a magnet that mounts in the front disc.

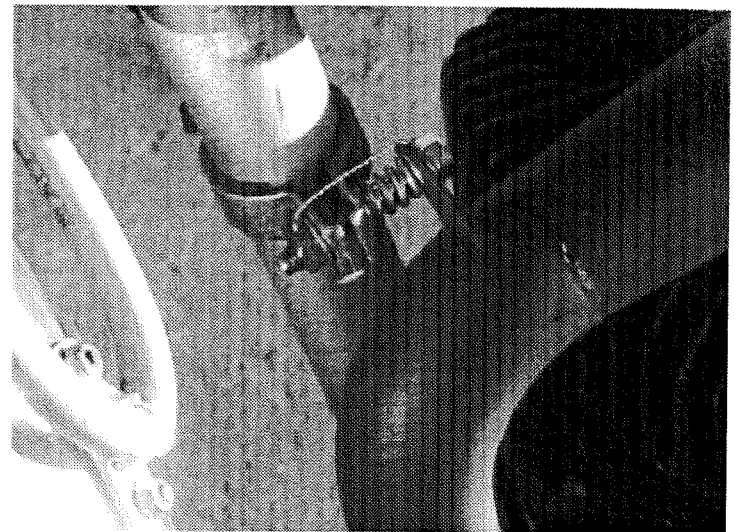
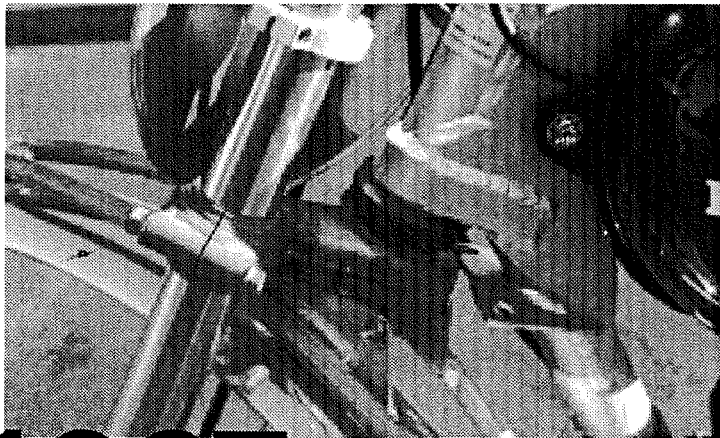
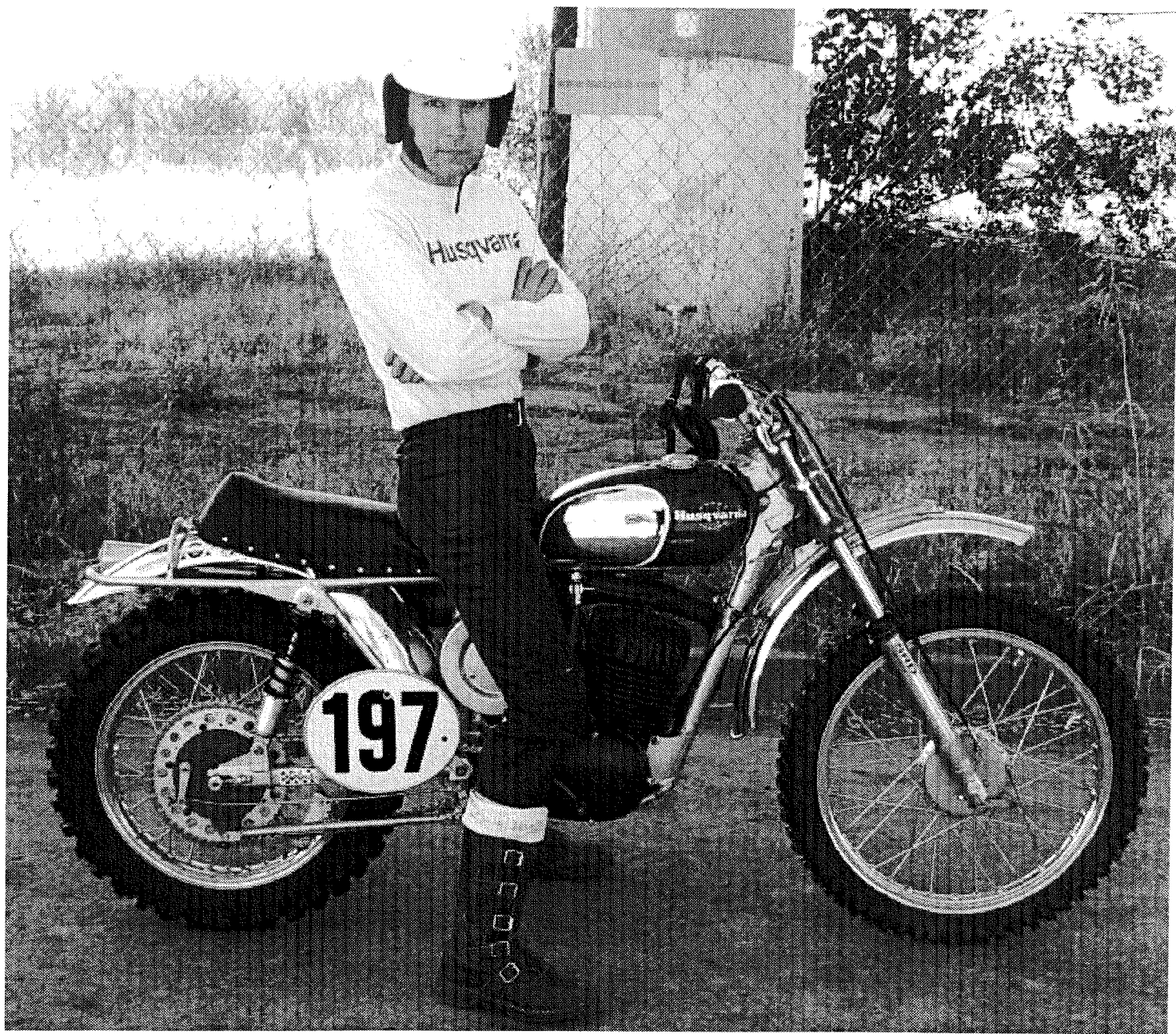
6. The bike has one paper cartridge oil filter and two washout screens. To change the paper element you have to remove the rock guard on the right side of the frame. If you buy one of these bikes, take home a oil filter with you as any new 4 stroke bike first oil change will come after 3 hours of use.

7. The bike feels fairly light by fourstroke standards but I have yet to weigh it myself. Interesting enough the brochure says it weighs 237, but the manual says 260. I'm guessing the later would be more correct.

8. My last point in this letter is the manual. This manual covers the TE-TC250's, TE-TC450's, SM400-450. The manual is printed in five languages with small print. A little confusing with models and languages.

Let me get a few hours on this beast and I'll add on to my report. So far though, it really rips up my 8 acres here in down home Tennessee.

Having a thumping good time, Kevin Grimes, Memphis, TN



1967 360 Viking

Not Another '67 Husky Project!

by Ed Sims

In 2001 I ran across an ad in the AHRMA monthly magazine *Vintage Views* that caught my eye. It was for a 1967 Husqvarna 360 Viking being sold by Matt Benson, the editor of the magazine. The words "AHRMA race bike" had me call Matt and the next thing I knew it was being freighted from Pennsylvania to my home in Sacramento, California.

I have never owned a Husky and didn't even get my first bike until 1972. I had watched many others ride and race their dirt bikes since the mid-sixties and always read about Torsten Hallman and those hard riding European motocrossers. I used to hang out at the local Husky shop as a kid and could only dream of owning one. The owner always used to tell me not to play with the throttle as I would routinely do. I would envision myself on the start line and grab both grips as I stood along side the bike in the shop. I remember the only thing I could afford to buy at the time was an occasional sticker.

Eventually when I starting working I bought bikes and began racing; although, by this time Husqvarna was past it's prime. After over twenty years of motocross racing I became involved with vintage motocross through AHRMA. The last seven years I raced the Sportsmen classes, mostly '70 to '74 bikes, on a CZ and Hondas and; lately, have even dabbled in the new Post Vintage classes, '75 to eighties, on Suzukis. Through it all I could never get Torsten, Husqvarna and the beginnings of American motocross off my mind. As I get closer to that half century mark in age I started to think about racing the Classic class, late sixties bikes, and this coincided with me reading Matt's ad.

Living in California I didn't think about Eastern weather so when the Husky arrived I was surprised at how used it was. It ran just fine but cosmetically it wasn't up to my standards, which I admit are very high. I never race in rain and mud so my bikes all look brand new always. I also am a stickler for small details and my bikes have to be immaculate in every way. The bike was built for Matt by John LaFevre at Vintage Husky so I started what became over two years of telephone conversations with John as I re-restored the bike. Through it all John was most patient.

With plastic fenders and a late model aluminum tank it didn't have that Torsten look so a stock '67 tank came from Vintage Husky. John painted it correctly with the proper decals. I also received reproduction front and outer rear aluminum fenders. Since John didn't have a repro aluminum inner rear fender I bought a totally squashed original from him that someone had drilled a million holes in it. Ed Crowell of Crowell's Welding and Fabrication put his magic to it and it looked so nice that I couldn't bear to paint it like the originals. I left it polished.

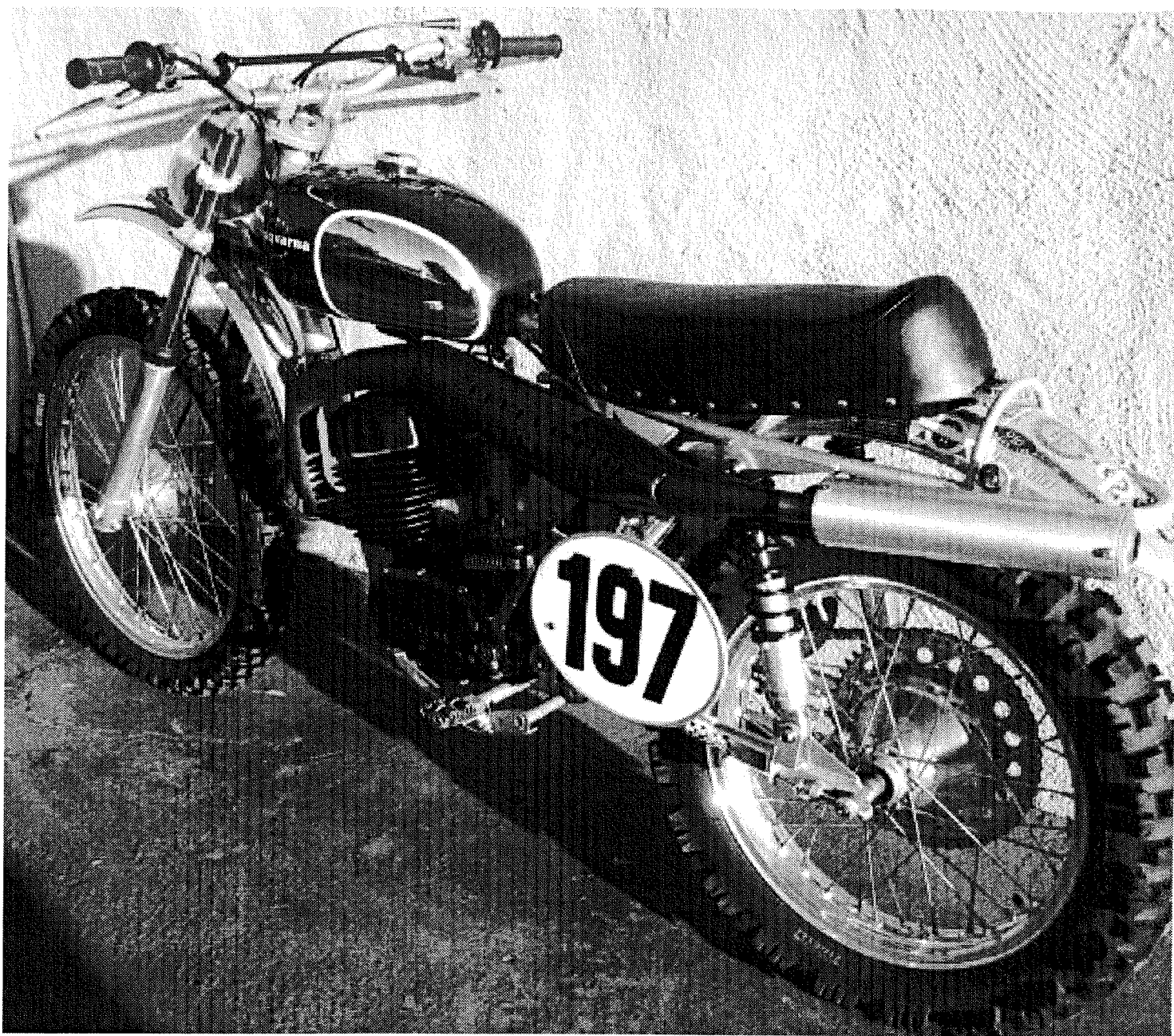
The bike has matching engine and frame numbers but it was built by John as a race bike so later model parts such as '69 hubs, backing plates, chain guide/torque arm and air filter cover were used. John built it with the stock

ignition but I replaced it with a Motoplat obtained from him. The engine was in decent shape but I sent it to John to have it taken apart and checked. It was all right. John blue printed the cylinder, honed it, put new rings on the piston and painted it. The carb is a Bing 54.

The pipe was a later model stocker that weighed a ton. Since I wanted the bike to be AHRMA legal for the Cassic class I couldn't run one of the over cylinder pipes. I wouldn't want one anyway since it definitely makes the bike look more modern. I took the bike to JP Morgan at Morgan Machine to custom build a legal pipe that looked stock. The AHRMA rule book states "Any replacement of the original expansion chamber must be of period design, with offly two cones maximum of constant angle. The center section must be of constant diameter and the head pipe must be of constant daimeter until it meets the opening cone. Fitting a more modern expansion chamber will move the machine to the Sportsman class." In other words the pipe consists of a head, ascending cone, center, desending cone and stinger. These were cut to tuck the pipe as out of the way as possible. A custom exhaust manifold was made to accomodate the pipe and of course the exhaust port and piston were also altered to work with this pipe. All of this was done by JP. The pipe also weighed a fraction of the original. A silencer is required by the rules so an FMF round aluminum one to fit a 1992 Suzuki RM 250 was used. This model of silencer has a bracket that lines up well with the frame loop. A tab was welded to the frame loop to secure the silencer with a bolt and nut. Someday I may make a thin walled steel shell instead of the aluminun one to make the silencer look more period. Or I may just paint the aluminum black.

JP asked me if I have ever raced an early Husky. He reported that they don't turn as well as they could. He recommended installing his modified stock triple clamps which position the fork legs rearward 14mm. I would then have a bike that could out turn any bike but still remain stable. John had built the bike with double pinch bolt aluminum Betor triple clamps which do position the legs rearward but not as radical as JP's. I also had bought John's new CNC'd aluminum triple clamps with tapered steering bearings that bring the legs back 9mm. They are extremely cool looking but I feel they would take away from the period look. I may have the first part of a future Mag 250 project! I wondered why Torsten and the boys didn't do this mod on their bikes and realized that they didn't really know the bikes didn't turn as well as they could. They were iron men and just pegged the throttle everywhere.

While I had my bike at JP's shop I had him copy the heavy steel front fender bracket in aluminum. He did some little details like straightening the bent shift lever and modifying the fork stops since the fork legs were closer to the tank. Other details I did were to mount the tank using metal with rubber bushings from a '73 Honda CR250 tank. I had to widen the holes on the front of the stock tank. The petcock and filler cap are from Craig at the Husky Club. I had contemplating moving the seat up closer to the tank but that gap and exposed bolt are part of the Husky look I



wanted. There will be no tank pad.

A friend and I tried lacing the wheels and I learned that Husky wheels are quite unique in their lace patterns. I gave up and took the wheels to Speed and Sport where Matt Hilgenberg laced those '69 hubs to a pair of shoulderless Akronts from John. I also bought the aluminum number plates on the bike from Matt. The front number plate brackets are from Hickman Racing. The Buchanan spoke kits were also from Vintage Husky. Generic steel rims were on the bike when I received it. A business deal in the past ended with a large number of new knobby tires piled up in my garage. The only European tires in that pile were an intermediate pair of Pirellis which were mounted on the Husky wheels. I had problems selecting tires to fit my CZ but the Husky has plenty of clearance for almost any size front and rear tire.

I cut the length of the Terry clutch and front brake cables since the length that they came from Terry was way

too long. I guess it's better than being too short. I used a '73 Honda CR250 front brake guide that bolts to the front number plate and welded a steel wire loop to a carb boot clamp to act as a lower guide on the fork leg. I left the adjuster off the clutch cable where it goes below the engine to decrease the cable angle. It makes for a smoother clutch pull. Both clutch and brake lever assemblies are from Works Connection. They are both clutch lever assemblies since all modern bikes have hydraulic front brakes. I just flip the assembly upside down for the brake. I know they are not as period looking as other assemblies but I have to compromise when it comes to controls. This includes welding Works Connection foot peg wideners to the '74 Husky pegs. Return springs were added to the pegs.

For some reason most vintage bike racers like really high rise handlebars. Regardless of the individual bike's peg to seat to bar relationship and the rider size I see very high bars. I settled on a pair of Renthal bars for a 1992 Honda CR250. The rise is higher than most modern bars

but fits well with the bike's relationships and my 5'9" height. Many period photographs show the European racers with lower bars than Americans. Stock 2003 Honda CR250 grips are very vintage looking and comfortable. The throttle and throttle cable are from a 2003 Honda CR250 and the cable is shortened. The carb end of the throttle fits the Bing perfect but the cable is too long. The Honda throttle like most modern throttles are 1/8 turn while the older ones are 1/4 turn or more.

The only plastic parts on the bike are the throttle housing access cover, kill button housing and the seat base. I sometimes think about replacing these with metal. The swingarm pivot and both wheel axles are titanium. Most of the bolts and some nuts are titanium obtained from Vintage Husky. The seat foam/ cover are from John. The aluminum nuts and drilled washers are from Racebolts. With a little gas in that steel tank the race ready bike weighs in at 206 pounds on the somewhat accurate Ed bike scale. It's a fairly accurate bathroom scale zeroed with a bike loading ramp on it. I often wonder what it would take to have a sub-200 pound Husky - besides money that is!

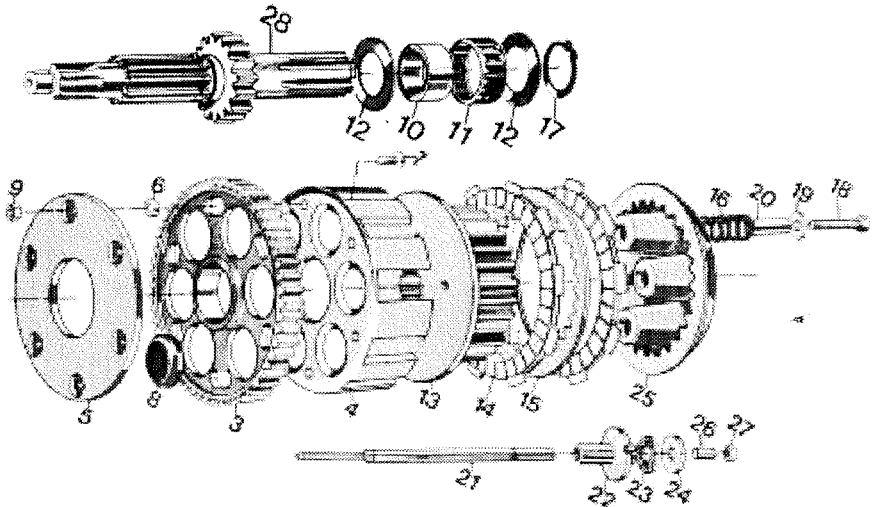
Last, and most important, is the suspension. I feel that suspension is the number one modification to any race bike. The best around is Mike Halpin at SRD (Suspension Research and Development). He was frustrated at the limitations of the sixties technology on the forks but did his best. He really wanted to make custom legs and damper rods, as he has done on other vintage bikes of mine, but I decided for now to race it with modified stockers. The rear suspension uses heavily modified Works Performance shocks. The stock Works Performance shocks are unraceable for me.

A little over two years of intermittent wrenching and some long periods of waiting on parts resulted in my dream bike. I'm slowly getting used to the right side shifting, left side braking, pipe on left leg, air filter cover on right leg and no seat next to tank. The time travel experience is priceless.

Ed's Husky Project Vendor List -

Hickman Racing	800-964-4332	www.hickmanracing.com
Husky Club	304-267-6471	www.huskyclub.com
Morgan Machine Shop	415-822-1315	JP
Speed & Sport	530-878-0700	Matt
SRD	480-759-6350	Mike
Vintage Husky	760-744-8052	John
Works Connection	530-642-9488	www.worksconnection.com
Racebolts	619-749-8133	www.racebolts.com

RUBBER DAMPED CLUTCH 1975-1981



Craig Comontofski - Martinsburg, WV- husky@intrepid.net

I just picked up a very nice 1981 250 WR. I knew it had a clutch problem. I thought it was an easy fix for me, hell, I know everything about Huskys, what kinda problem could this be? I'll tell ya...

Up on the bike stand, off with the left case, I found the left case had a groove machined in it from the clutch plate screws. THE CLUTCH WAS COMING OFF THE MOTOR ! It was wobbly and loose. I also noted that there was some sort of rubber material gobbled on the inside of the cases and mashed down into all the gear teeth roots I could see. It was tough stuff, too!

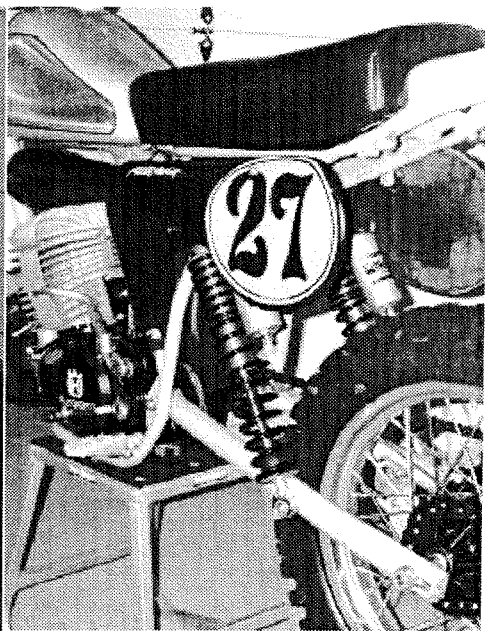
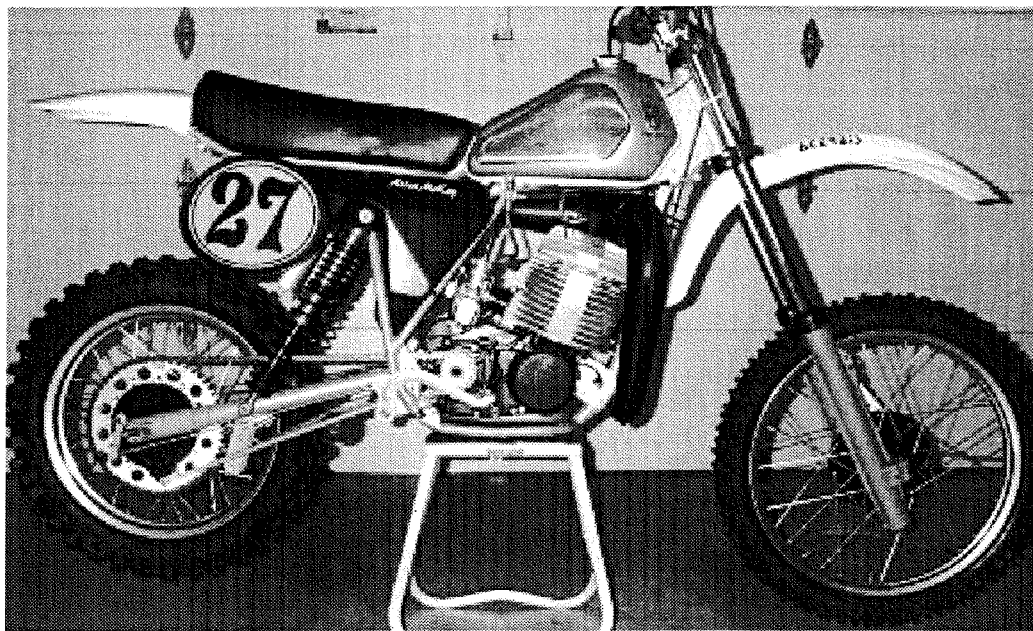
I pulled the screws 18, washers 19, springs 16, spacers 20, and pressure plate 25, then pulled out the clutch rod assembly 21-27. Found the circlip 17 out of its groove, the inner basket was loose. I pulled all pieces off stub shaft 28.

What I found was the six rubber damping elements 8 had melted and extruded out of the clutch assembly and then gone thru the gearbox. A lot of it was jammed down into gear teeth roots and causing the gearbox and gear sets to not work correctly, some was just mashed between basket and motor. It did not come off easily. This rubber had been chemically melted or high heat melted. Each gear was cleaned by hand, the basket components were cleaned with a wire wheel. Then I went shopping for new rubber discs.

I could not find new rubber, but Vintage Husky John provided 6 used ones from his own personal bike and my buddy Scott in Florida provided 6 more! I put the pieces together and found I could not get the assembly (5, 3, 4, with 7,6,9 and discs 8) to become a firm set. Put it together and the gear was loose on the rubber. Even tho the rubber was tight, it was not compressing out radially to fill the hole in the gear 3, probably effects of old age. It was not working for me.

I measured the thickness of the spacers 6 and the thickness of the gear 3 and found the gear was thinner by .040" so I set out make thinner spacers. I did not want to modify the originals because my ultimate goal is new rubber and I need these original spacers for new rubber when it comes in. I found two 6mm washers stacked would do the job (no fab needed).....I hastily assembled the basket assembly and it was tight! Hooray! I put the basket assembly on the motor for a trial fit and noticed the basket gear did not align very well with the motor gear. It didn't make sense, the gear looked symmetrical, wasn't it the same either way? Oh well, I would trial everything else and see how it worked. Everything else went on okay but as I tried to put the clutch plates in, I found the fiber plates were not passing thru the outer basket and I couldn't understand why. Was my compression of this new spacer warping the outer basket? Had I left some shim out? Should I read the service manual?

Took it all apart back to the start. I looked the basket gear 3 over and found it is not symmetrical! DUH! There is bold print in the service manual about gear direction! I reassembled the basket correctly with my new thin spacers (washers) and found it is good, not totally tight, but serviceable. I reassembled it on the motor, gears align, plates drop in.....all works like new! I am still looking for new rubber discs. 16 11 152-01 Anybody have a set of 6? Happy Huskys



Allen McKay's '82.5 CR500 Resto

As you may be aware Husky only made this model for half a year, switching in '83 to a different frame & rear shocks along with painting everything white so this makes it a pretty rare bird, the last of the chrome-sided models!

What's been done? After everything had been disassembled and inspected I sent the frame, swingarm, rear brake stay-arm, rear brake pedal, & chain guide out to John Le Fevre at Vintage Husky to be stripped and powder coated the correct silver/gray. In addition the side stand brackets were removed from the swing arm along with the remote reservoir post from the air box area of the frame. The frame got new steering stem bearings but the swingarm didn't need them. The stock wheels were in excellent shape however I upgraded the front end with a double-leading shoe hub from an '83 for better stopping and the rear to an 18" rim for better rubber selection & to balance the frame geometry out. Hubs were blasted and powder coated black, bearings new, along with new EBC brake shoes while a set of original Norsk Husqvarna rims were stripped, polished and re-anodized gold. Everything laced together with Buchanan's stainless spokes and Bridgestone 401/402's were mounted. The head & barrel were blasted to their natural color, as were the lower fork legs. The legs are unfinished however the magnesium stains easily so I clear-coated them and in so doing they got a lot darker, almost the shade of the frame. They were finished with hand-painted black "Husqvarna" lettering. The fork springs were measured and were fine and the plastic top-out washers are fresh ones. The shocks were sent to Husqvarna 4 Speed for complete disassembly, rebuild and re-valving along with painting the bodies and powder coating the springs black.

You're probably wondering about the motor? I knew that the kick-start assembly was going to be an issue since several Husky Club members that I corresponded with confirmed it. The only mod necessary was to upgrade the left center case post with a support plate. The factory cast the bosses in the case but didn't perform this mod until '85. The original four-speed gearbox was found to be in great shape; new seals and bushings freshened up the lower end and the clutch basket looked great so all it got were new plates. The top end bore was still original and showed no signs of wear so we installed a piston & ring from a water-cooled

500 (it's much lighter) then honed the barrel and blueprinted the entire motor. The coolest, period trick was lowering the compression by removing metal from the combustion dome to make it easier to start. The reed assembly was polished and NOS reeds inserted. The 38mm carb manifold (off a 250 and pushed the carb bell too far back) was milled 6 mm. A new 38mm Mikuni was also installed. The electrics were replaced with new PVL. The stock pipe was kept but I tossed the silencer and replaced it with a Pro Circuit 304 but the bike ran like it was corked up so that's been replaced with an aluminum oval one from Vintage Husky that is larger.

Trick & Misc. Stuff! All the nuts and bolts were replaced with titanium or aluminum except the axles, axle nuts & spacers. The stock fork air-caps were replaced with a "factory" set of low-profile, vented ones (they vent on the compression stroke and keep the oil from foaming) and the stock, pull-back bar mounts were replaced with a set of straight ones to put more weight on the front end. Bars and grips were replaced with Renthals; the clutch and front brake controls are new Magura units. Clutch arm was replaced with one 10mm longer and 5mm higher and the chain tensioner was replaced with a billet aluminum, sealed unit. The pegs got a set of Works Performance wideners and all the aluminum was wire-wheel polished.

The gas tank is an ORIGINAL silver tank with no dents. It has some very minor wear but excellent shape so I slapped a set of HP tank protectors on her along with a new petcock.

The fenders are original as they were in great shape and the seat was re-covered with a gripper. Also - ATK/HP Products fork kit from '85- like night and day! Re-valved the shocks for more compression, makes a huge difference! Re-sleeved the KS and shifter shaft holes on clutch case with new bushings- no more leaks and everything rides straight!

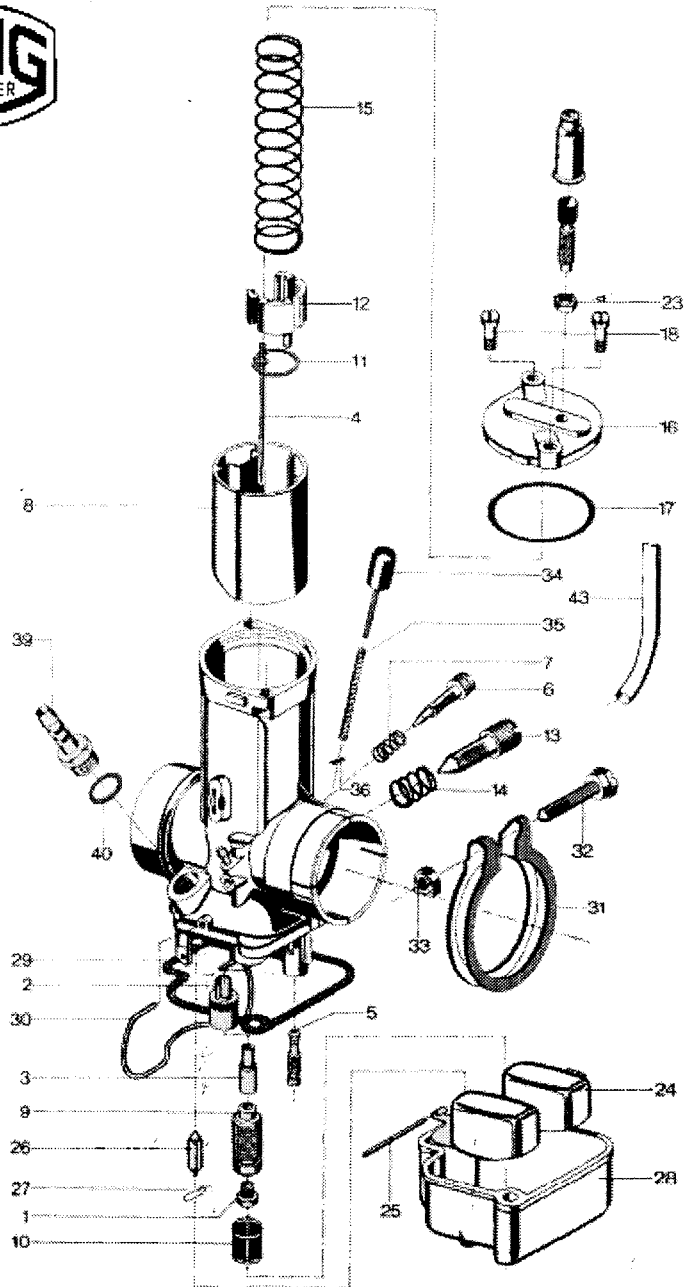
So how does it go? I've run about 8 tanks thru it and it's thrilling to ride! After a couple of days of testing and jetting I settled on the following settings for sea level: 380 main jet, 3.0 slide, 6DH3 needle with clip in #1 position, P-2 needle jet, 35 pilot jet, No air jet, 50/50 VP & pump gas with Spectro 50:1, 12/53 gearing (11 for tight tracks), 17 oz. 15w Spectro in each fork leg

It starts hot or cold within 2 kicks. \$4,800, Allen McKay 619-318-4445 or allenm@tigermarksd.com

Rebuild your Husqvarna Bing Carburator

The purpose of rebuilding your Bing is:

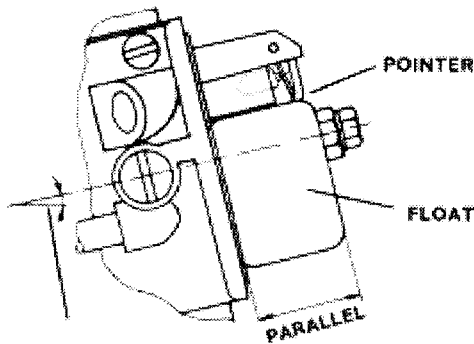
- 1) To clean all passageways in body of Carb and low and high speed jets. This is the most important item! Dipping in automotive carb cleaner is best. Spraying with automotive carb cleaner is usually not sufficient. The tiny hole in the main throat, to the rear of the slide, **MUST BE CLEAR AND CLEAN.**
- 2) Replace the gaskets and o-rings (#17, #29, #40). Gently scrap away residue or chemically clean residue. Do Not use sealants, gasket spray, RTV, silicone or any product at all on new gaskets!
- 3) Replace float needle #26. You must use a wire pull off style float needle! This wire #27 fits over the tongue on float.
- 4) Replace float pivot pin #25. If your body has been worked many times, sometimes the float pin knurl will not engage the bore hole and stay in place. Lightly flatten this knurled end with a light blow from a hammer (with the pin laying on a flat metal surface) to increase it's diameter by "ovaling" it. This requires a light touch and is usually easily screwed up by the first time Carb worker. One blow is enough, not a blacksmith smash fest.
- 5) replace worn pieces such as needle, needle jet, floats.



Set It and Forget It

Please Note - A worn float needle will not regulate the flow of fuel into the carburettor no matter where you set the float height.

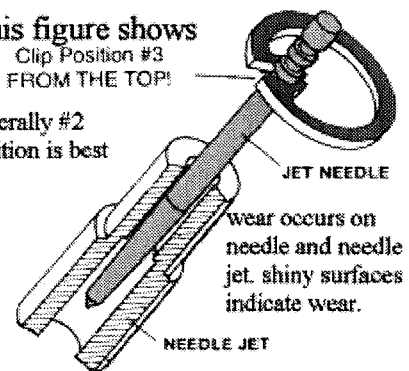
1. The idea is to get the float set at parallel to the bottom surface of the carb, just as the float needle seats, but before the spring in the float needle starts to compress. See figure below.
 2. If you just hold the carb with bottom up, it will compress this float spring and not give an accurate float level setting.
 3. Tilt the carb past horizontal approximately 15 degrees or the amount required to "seat the float needle" but not compress the tiny spring loaded tip on the tail of the float needle. If the float is pretty close to parallel, then you are fine. **This float check is usually a check and that is all, because it is rare to find floats out of a reasonable range.** If it is not satisfactory, then bend the tab as needed to set this float as shown.
 4. The plastic floats must be parallel with each other. A little, gentle twisting can make this adjustment. If you twist too hard, it may break the floats off the hinge metal.
- This float level setting is the same on all Husqvarna Bing Model 54 and 84, concentric float chamber, 36mm and 32mm carbs.



APPROXIMATELY 15°

this figure shows
Clip Position #3
FROM THE TOP!

generally #2
position is best



Kedjedrev Kåpa

Kettenantrieb Gehäus



Husqvarna Part number - 16 10 593-01

Original Application - 72-74 125, 250, 400, 450

Details - pre-machined to accept gear shaft and lever on right side, rubber insert was used to provide a removable plug for the machined hole. Mold #1854

Other applications - fits all Husqvarna 250 and larger engines 72-81 except 430 primary kick engines. Also pre 77 125's.



Husqvarna Part number - 16 10 350-01

Original Application - 74-75 MK series 125, 250, 400, 450

Details - First used on 74 Mag 250, not machined to accept gear shaft and lever on right side, casting would allow for this modification. It is cast from same original mold #1854

Other applications - fits all Husqvarna 250 and larger engines 72-81 except 430 primary kick engines. Also pre 77 125's

Sprocket Cover

Pignon de chaîne Carter

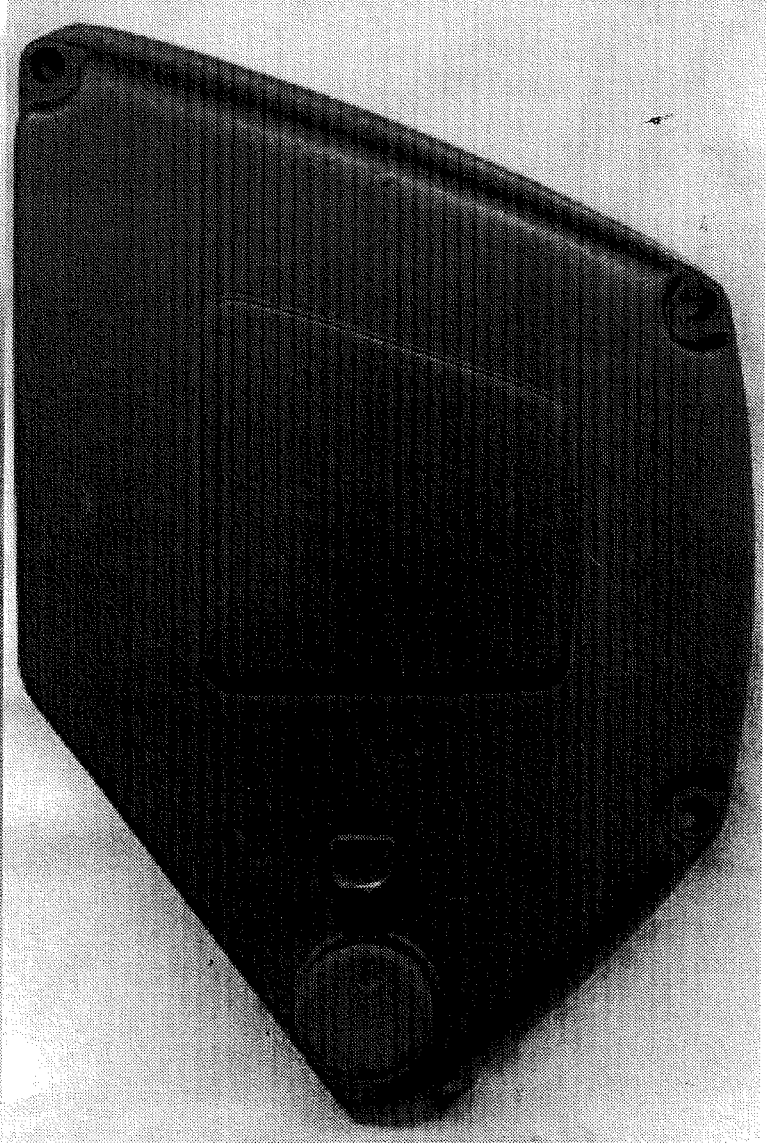


Husqvarna Part number - 16 11 441-01

Original Application - 75 ML series 125, 175, 250, 360, 400, 450, 460.

Details - not machined to accept gear shaft and lever on right side, trimmed at lower edge to allow debris to fall away. Since it is trimmed, it would not be suitable to machine for right hand shift modification. Same mold #1854.

Other applications - fits all Husqvarna 250 and larger engines 72-81 except 430 primary kick engines. Also pre 77 125's

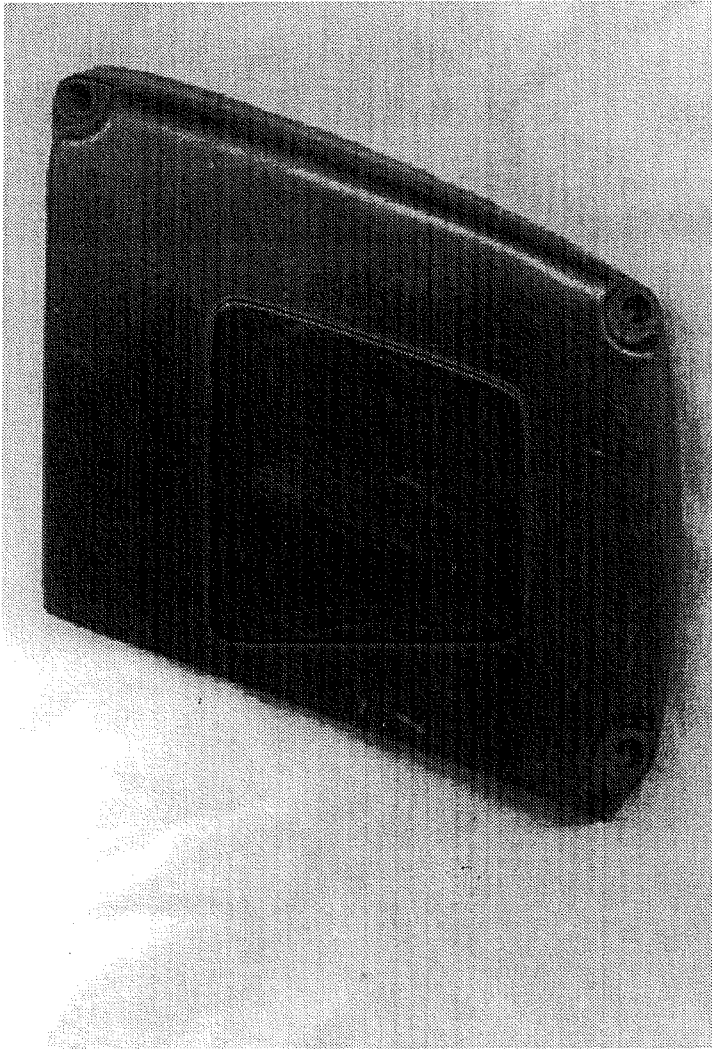


Husqvarna Part number - 16 11 441-01

Original Application - 75-78 250, 360, 390, 75-76 125

Details - trimmed at lower edge to allow debris to fall away. New casting without early logo. Part number is part of casting on back side. Mold #1854 has been modified to remove early logo, add part number and Made in Sweden text on the back side.

Other applications - fits all Husqvarna 250 and larger engines 72-81 except 430 primary kick engines. Also pre 77 125's

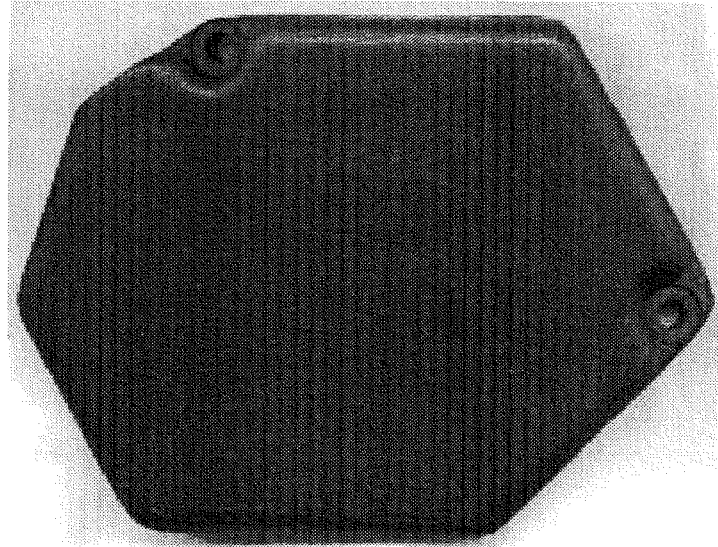


Husqvarna Part number - 16 11 441-01

Original Application - 79-81 250, 390

Details - trimmed more radically at lower edge to allow debris to fall away. Part number is part of casting on back side. Casting is still from original mold #1854, the corner is machined off.

Other applications - fits all Husqvarna 250 and larger engines 72-81 except 81 430 primary kick engine and all



Husqvarna Part number - 16 11 620-01

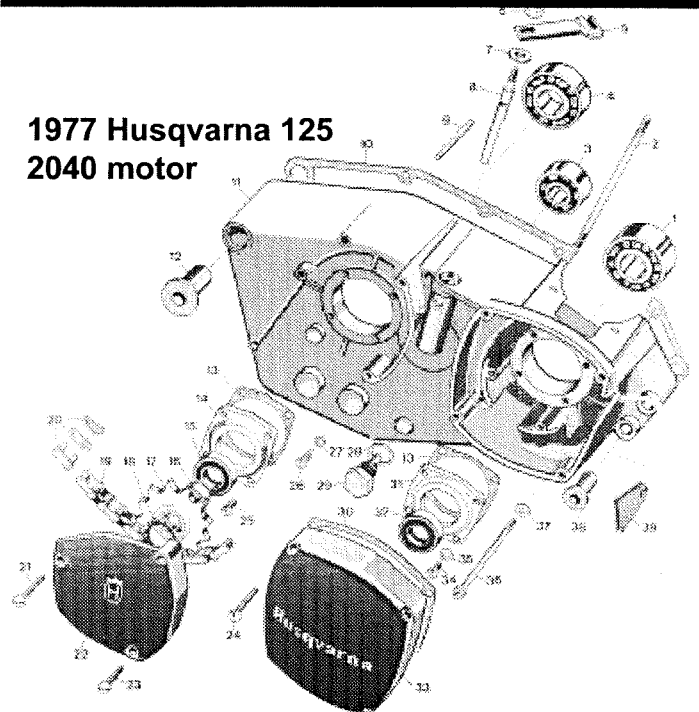
Original Application - 76-80 360, 390 Automatic

Details - only for automatic engine, it is trimmed away on lower edge to allow debris to fall away. There is also some special machining and casting on the back side that is unused.

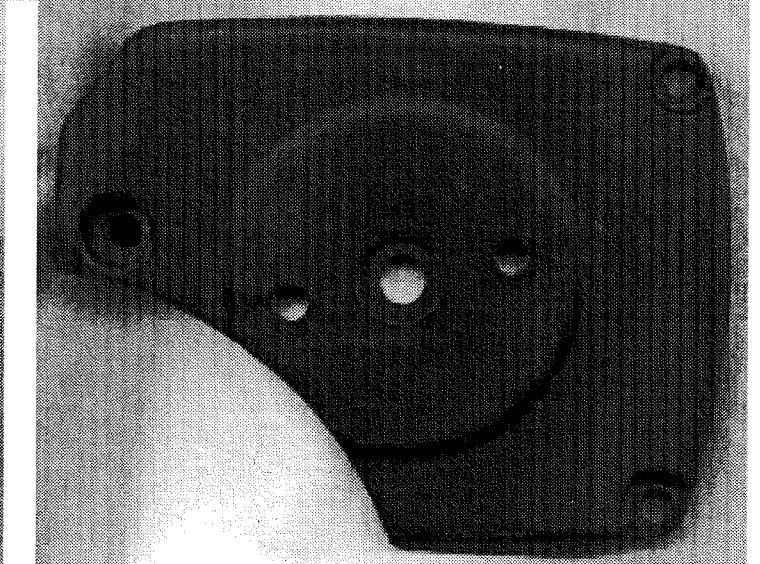
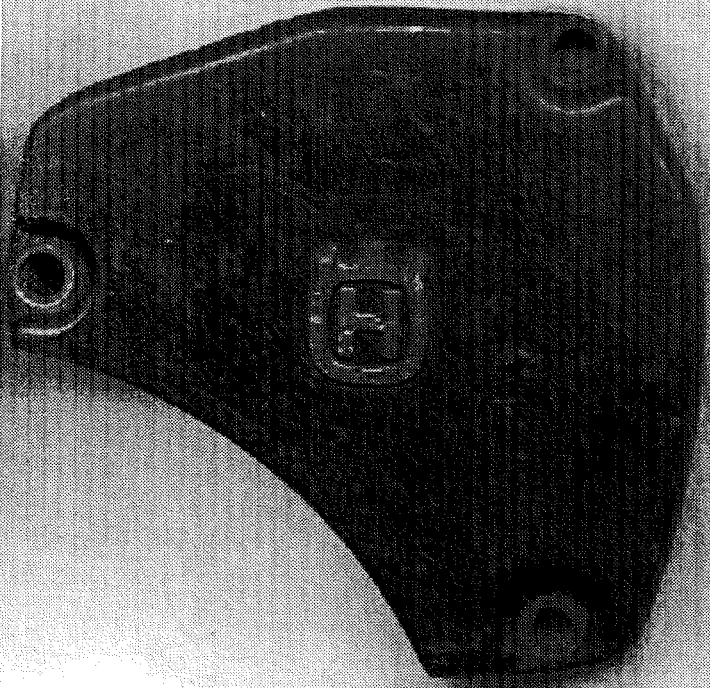
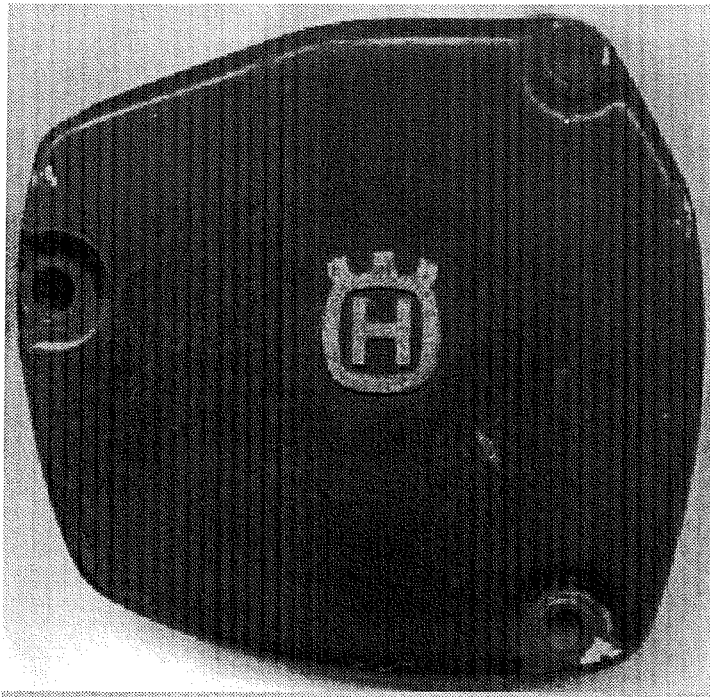
Other applications -none

Sprocket cover Note - There was no sprocket cover on 84-85 air cooled 500 Automatics

**1977 Husqvarna 125
2040 motor**



Kedjedrev Kåpa



Husqvarna Part number - 16 11 560-01
and with cut away 16 11 560-02

Original Application - 77-87 125

Details - Part number is part of casting on back side.
Cut away started in 1985.

Other applications - fits all Husqvarna engines 125
engines 1977 thru 1987

Husqvarna Part number - 16 11 816-01
and with cut away 16 11 816-02

Original Application - 81 430, 82-88 240, 250, 400,
430, 500, 4 strokes 83-89 510 TC/TE/TX
as well as Automatic 420 81-82 and Automatic 430
WC 86-87

Details - manufactured from hi grade black plastic.
Cut away started in 1985 on some models. Peel and
stick logo sticker found on most covers. Three hole
center pattern found on all as well.

Other applications - fits all Husqvarna engines 81-88
with primary kick engine.

Sprocket Cover

MegaClassifieds #32

SELLING a complete 1984 500cr. It has no spark and needs to be cleaned up. All the plastic there and not broken. It has the acerbis desert kit, with the light/number plate and the larger plastic tank. It comes with the factory manual and some extra parts. Motor has good compression. I would like \$400 out of it. That is what I have in it. located Ocean City, Maryland.
windsor-eight@mchsi.com

WANTED - 72-73 Husky 125 CR/WR or 250 CR 72-73 in close to original condition. Please no basket cases or heavy rust. I am also looking for motocross leathers and Jofa mouth guard. Trying to get into vintage racing and trail riding. Please contact Nick at 724-352-0775 or earlyquit@zoominternet.net

FOR SALE: 72 Husky CR250 excellent condition, 1 hour on new top and bottom end, new 36mm Mikuni carb., frame #MJ00520, engine #2018, \$1600 or trade for 4 stroke trail bike. Will deliver within 200 miles of Pensacola, Florida 850-327-4706, Cellphone 850-723-8331

FOR SALE: 98 360 WR: FMF pipe, new plastic, runs great, 2000 Jeff Costner omclc@bellsouth.net 662-234-5608

FOR SALE - 1973 SUZUKI TM 400, Runs strong, Looks good, Circle F pipe, Some extras. Raced 3 times - 2, 2nds & 1, 3rd. \$1075, obo. Paul - 440 988 7160, cbusic@bright.net

WANTED-Wanted exhaust system for 74/76 Husky 400 WR. This is the type that has the Skyway muffler that has the flapper valve on the end. Paul - 440 988 7160, cbusic@bright.net

SELLING: 1985 Husky 400WR, I recently took it apart and had everything cleaned out and redone but I don't have the time nor the knowledge to put it back together. I have most of it together, just the exhaust and electronics. I am asking around \$300 (Canadian dollars). If you are interested please get back to me. Thanks for your time, Dan Murray way2buff@hotmail.com

FOR SALE: 1981/82 Husqvarna 420 AXC that I purchased about three years ago for a project motorcycle. I have done little to it except clean it. Just to give you a little info on it, it is kind of rough right now, its missing both fenders, and the complete exhaust system. The engine definitely needs a lot of work, when I bought it did not have a spark plug in it and it had been outside for some time. I would like to sell it complete to someone who will hopefully restore it, I really am not interested in parting it out. I would be glad to send photos. North Carolina now, Michael Leget 704-490-0148 mleget3@cs.com

FOR SALE: I have an '83 500CR basket case. Two frames w/ swing arms, front forks, handle bars and, front wheels and tires. There is one rear tire, motor (mostly complete), gas tank, seat and, plastics. The parts that are missing, that I know of, are, shocks, throttle, carb and small motor parts. The only damage is a small hole on the left side case that someone tried to repair with JB Weld and, one of the subframes had been cracked and rewelded, this repair is still holding. I am asking \$200 OBO.

Email me at bdehaven@hdo.net

FOR SALE: 82 125 WR runs good, ride it call Cory in Montgomery AL, 334-312-1604

WANTED: taillight for 82 420 auto AE, must be in good shape, please contact Joe at 630-551-0122 or email viszlajoeZinke@aol.com

FOR SALE: 1978 husqvarna cr250. Newly rebuilt engine, new seat, new grips & cables, new tires, new ohlins shocks, new brakes and much more. This bike is in great condition and for a mere \$1000 firm, can be a sure collectors item as well as a fun, strong rider. My name is Tony Waldrop, 1167 cotton gin court, Lawrenceville, Ga 30045. Phone 770-995-5526 Thanks again. Tony - twald1957@attbi.com

WANTED: 83 250 WR parts, please call Mark at 650-854-4990

FOR SALE: 1973-1986 Wheels starting at \$25 and up. 21", 17" and 18" wheels and hubs laced already (15 wheels altogether). Both Akront rigged and regular rims. 2 rear wheels (18" for early to mid 80's bikes) with new Excel rims and spokes for \$150 each wheel. Brake pads at \$2 per pair. Vesco Fuel tanks, 3.5 gallons at \$25 each (2 total). Ohlin Shocks, remote reservoirs at \$150 per pair (2 regular travel pair and one vintage travel pair). 38 mm forks, black leg (2 pair) for \$25 each pair. Complete 1974 Spare Husky 400WR engine for \$500 OBO. Contact Steven at 619-425-1135 (*1) or at Mag7race@aol.com. I live in San Diego county.

FOR SALE: I have five husky's for sale they are 1970's vintage. There is also numerous parts used and new, owners man's, tools and such. I would like to sell all in a package but will part out., "Douglas/Claudette Schnell" <gypsyharley@hotmail.com>, I live in a little town called Rockglen, SK. Canada, it is about twenty miles north of perless montana. as far as the price go I'm open to offers.

FOR SALE: 2000 Husky TE410, FBF pipes and silencer, fresh rings 9/02, one owner, ridden and maintained by Sr B HS rider, Springfield, IL, Jeff, 217-787-5001

SELLING: 85 500 CR it does have the single shock, and is water cooled. i would like to ask for \$400 as is, i do believe that the 360 crank will fit the 500 and does the same job. thanks, ryan kirby (817)690-3605 Ft Worth, Texas 85 CR500 asking \$400 needs crank.

FOR SALE: 2 Mahle piston kits for 81-84 430 engine, standard, 85.92 mm, \$125 OBO. Also have 420 kit for 390 cyl with sleeve, new liner, no ports to accept piston above. \$275 OBO. Ken 817-790-6773

WANTED: parts for 81-82 CR 430; seat, rear hub and back plate, all 3 axles, gas cap, gold silencer, 2 each over kit 86.93 Wiseco, Ken 817-790-6773

PARTS WANTED: Ignition replacement, stator, coil, etc. for 1983 250 WR. Jeff (503) 648-3611, jlhoward@netzero.net

WANTED: need tank graphics for 83 wr 430,also frt.fender for83 and 84 huskys.plus kick shaft for 83 430.thx regards, Con Erskine, Chicago area. 847 813 4810 , Teammaicomidwest@aol.com

WANTED: Crank shaft and radiator for '87 510 TE. Email Drew at chasman@dtmspeed.net

FOR SALE: Large selection of NOS and good used Husky parts from the late 60's to the mid 80's. They are all itemized by part number. Will sell individually or as a lot. Call Steve 416 281-8848 Toronto, Ont or stray8848@rogers.com

FOR SALE: 1976 cr 250 profab triple clamp machined counter-shaft sprocket cover looks cool you can change sprockets and not take the cover off.about 10 hrs on rebuild but the clutch will not engage when she gets hot.and I do not have the time for her. Have manual ,extra tank off of 390 or.also a 1967 250 basket case with manuals. Make offer. email robcobbjr5253@yahoo.com

FOR SALE: 1976 Husqvarna forks, excellent condition - \$80. 21" front wheel complete with Leleu hub, axel and brake shoes - \$50. 18" rear wheel complete with Leleu hub, sprocket, axel and new brake shoes - \$60. 32mm Bing carb., complete but needs overhaul - \$40. 13" Girling shocks, excellent condition - \$60. 1976 style fenders average condition, not broken but rear has small melted spot from silencer - \$30. 1976 125cr engine, good for parts. Needs liner, crank, rod, bearings, shifter and kick lever. Clutch and tranny are complete - \$60. Outer airbox cover (silver) from a '76 -\$15. Swingarm from a '76 - \$30. 14" Corte and Coso remote resivore shocks, excellent condition - \$70. Most of these parts are from a 1976 125cr that I upgraded into a '78. The motor was launched 20 years ago and the bike was never repaired, so the parts have limited use sitting in a garage all these years. All prices include shipping charges. 319-988-3757 after 9 p.m. CST. 319-240-3157 days. Or e-mail at rossaharder@yahoo.com

1976 Husqvarna 175 GP not in mint condition. Engine needs to be rebuilt.A few parts are missing (Left sidecover, airbox). Carburator needs to be rebuilt or replaced. I got this bike from a freind to put the motor on a fourwheelr frame but decided not to. It sat in the woods for a few years and the engine filled with water.Frame is in good shape and so is the fuel tank and rims. If you or a freind are interested in this unit contact me at CEvans16@aol or call me at (601)587-2886 and make me an offer.

husky 125 xc for sale 1985/84? Boston ma. area Make an offer. reply to rocadel@cs.com

WANTED: I need the following parts for a 1968 360 Viking to complete it. Correct rear fender, correct rim locks, correct rear shock chrome covers. Please contact; srstilwill@aol.com

Wanted: 72-74 Husky CR 125 or Husky 74 CR 250 MAG. for vintage racing. I would prefer a mostly original bike. Please, no basket cases. I live in W. Pa. but shipping is always an option. Please contact by phone or e-mail. (724) 352-0775, E-mail is earlyquit@zoominternet.net Nick

McClaine

very clean and excellent running 91 Husqvarna 250 WXE for sale. It starts 2nd kick everytime. I'm asking \$1300. It is located in Northern,CA. Email me if you are interested."Rob Pelliccia" <5r@d-web.com>

WANTED: 1982-84 Husqvarna WR 250. Will pay really BIG bucks or trade for beautiful MK framed totally rebuilt 250 Mag motored CR 250(FTR 2002-03 enduro champion) with 13 hours on new top/bottom motor or beautiful 1977 Husky CR 250."Larry Kuhn" <coon123@pol.net>

Husqvarna dealership(southern sportcycle-port st. Lucie ,fl.) i am having to close and liquidate my husky parts inventory. I tried to sell my business but I can no longer wait because of my financial responsibility. I currently have over \$29,000 value of new husky parts along with some used parts-mostly 85-88. If you or anyone you know is interested ,you may contact me at huskyracing@excite.com . i am asking \$14,000 99.9% of the parts are still in their orinal packaging and are in parts bin boxes as well ! Some items are from fast by ferracci, n-style ,ufo factory connection and ch racing.Thanks for your time. Sincerely, mike gusrang

93 wxc 360 in very good cont. bike is complete and ready to run Let me know if interested Thanks Bruce."BRUCE KING" <BK0466@MSN.COM>

1978 250cc, engine # 2066 0494 , and frame # ML 27854. The bike is complete minus the air filter. It isn't running but has w/in the past 18 months. Some rust on the tank and 1 dent. Tires seem good. Front fender is broke at the forks. The muffler is rusted at the bottom and the cover is loose around the under side of the seat. I have pics if someone is interested Cell: 302-698-8582 Home: 302-698-0130 Located in Dover DE Thanks Chris , Puck0534@aol.com

1980 390 Auto ACC, MM02477, 2077-0510 complete motor trans rebuild by Forest Stahl, near perfect OEM tank has never had fuel, now has white plastic tank. remote Koni shocks, bike runs excellent, new air filter - call Chris Johnson 616-451-2575 located in Southwest Michagan

For sale Husky CR 250 complete bike apart. Email goyoho@hotmail.com location Youngstown, OH price \$600 phone number 330-788-6873 or 330-783-1322

Wanted - nice gas tank for a 73 250 WR, please call Craig 304-267-6471

Vintage Husky is now offering Custom Triple clamps - call John at 760-744-8052

Stahls Husky has pistons in stock for piston port 400, evo 390/430 and others call Forest at 765-284-7653

PVP has new stickers and decals as well as a new shop - call Andy Hardin 1-800-634-4949

AMS is stocking hundreds of parts for your Husky, call Dave at 480-966-0101.

Hall's Husky has everything for Husqvarna call 217-789-0107.

Bulletins from the past - use this info with common sense.

These are a snap shot of a certain point in time. They may have been revised later. These are just guides.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: April 16, 1984 Year: 1984 Model: 500CH, 500K, 500WR, 400WR

RE: REVISED IGNITION SETTINGS TO DECREASE POSSIBLE KICKSTARTER SHAFT BREAKAGE.

We have been advised by our factory that the kickstarter shafts in the above listed models are being subjected to undue strain at the current ignition settings.

We are now recommending that the ignition settings on all 500CC CR, IC, WR models be set at 2.2mm B.T.D.C. on the piston stroke which is 16 degrees.

We are recommending that the ignition setting on all 400WR's be set at 1.0mm B.T.D.C. on the piston stroke which is approximately 17 degrees.

These new settings will not significantly change the engine performance, however they will dramatically reduce the chance of kickstarter shaft breakage. Therefore we kindly ask that these new settings be used by your dealership and recommended to all your affected customers.

8-156

SERVICE BULLETIN



Route to: Service yes Parts no Customer no

Date: April 17, 1984 Year: 1983 Model: All four strokes

RE: IGNITION TEST VALUES.

Please use the following information in testing of the lower stator of the S.E.M. ignitions fitted to all the 1983 four stroke models.

Using a digital read out ohmmeter, check the lower stator in the following manner:

Measure between the red lead wire to the black lead wire. The reading should be 1.4 (kilo ohm) if less, the stator is faulty. This is the charge circuit.

Measure between the green lead wire to the black lead wire. The reading should be 20 (kilo ohm). If this trigger circuit is faulty, the reading will vary considerably from this reading.

8-154

SERVICE BULLETIN



(REVISED)

Route to: Service yes Parts yes Customer no

Date: June 12, 1984 Year: 1983 Model: All four strokes

RE: IGNITION TEST VALUES. (REVISED)

We are revising the test values of the lower ignition stators of the S.E.M. ignitions fitted to all the 1983 four stroke models.

A. Using a digital read out ohmmeter, check the lower stator in the following manner:

1. Measure between the red lead wire to the black lead wire. The reading should be 1.7 (kilo ohm) \pm 10%. This is the charge circuit.

2. Measure between the green lead wire to the black lead wire. The reading should be 23 (ohm) \pm 10%. If this trigger circuit is faulty, the reading will vary considerably from this reading.

B. It is also possible that an ignition will read correctly when cool, but have improper values when warm. If this condition is suspected, warm the ignition, and then test it for the values. Use caution to avoid damaging the ignition or wire loop when warming the ignition. We suggest a hot plate, but do not place the ignition directly on the heating coils.

8-154/A

SERVICE BULLETIN



Route to: Service yes Parts yes Customer no

Date: March 16, 1984 Year: '82/'84

Model: All standard 6spd transmission.

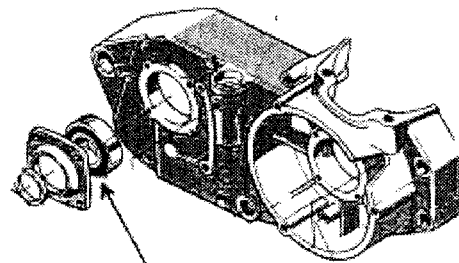
RE: DIFFICULTY SNEETING INTO AND OUT OF 2ND GEAR.

We have found in some isolated cases where a motorcycle is difficult to shift into or out of second gear in a standard six speed transmission, that we can alleviate the problem in the following manner.

First elevate the rear wheel so that it spins freely and then shift the motorcycle into second gear to determine if excessive gear drag exists. If excessive gearbox drag is encountered a simple solution to the problem, is to add a magneto seal plate gasket between the bearing retainer plate for the output shaft and the output shaft bearing. Once the gasket is installed, remove the primary cover and clutch assembly.

Use a drift and hammer and tap on the primary side of the output or sprocket shaft. This will move the output shaft bearing in order to free the gearbox drag in second gear. When the gearbox has been relieved of the drag in second gear, cease to tap on the output shaft and reassemble the clutch and primary cover. Remember to check the gearbox oil level prior to riding the motorcycle.

Parts required: 1) 12-25-358-01 Magneto seal retainer plate gasket



Install gasket here

8-153

SERVICE BULLETIN



ROUTE TO: Service Mgr.

TO: ALL HUSQVARNA MOTORCYCLE DEALERS

FROM: HUSQVARNA TECHNICAL SERVICES

DATE: OCTOBER 27, 1983

RE: BEARING SEAL LEAKAGE OF SPROCKET SHAFT

If gear box oil leakage is noticed from the sprocket shaft bearing seal, it is probable that the oil seal is simply displaced from its sealing seat on the inner race of the bearing. To remedy this oil leakage, simply remove the counter-shaft and sprocket spacer. Using a small screwdriver or similar tool, gently insert the tool under the lip of the seal and rotate the tool around the shaft to reseat the sealing lip into the correct position on the inner bearing race.

It might be necessary to replace the seal if the lip is damaged. The seal is only available as part of a new bearing (part number 75-82-205-28).

To replace the seal, remove the sprocket spacer flange (part number 16-11-788-01) by removing the four screws that hold it in place. Fry the damaged seal from the bearing, and then carefully remove the new seal from the new bearing. Re-insert the new seal into the bearing in the crankcase. Be careful to insure that the new seal is correctly positioned on the inner bearing race. Clean all parts before reassembly. We suggest that the four screws for the retaining flange be lubricated with "nut lock 'grade' loctite" when reassembling. Reassemble in reverse order of disassembly.

8-130

Vintage Dirt Bike

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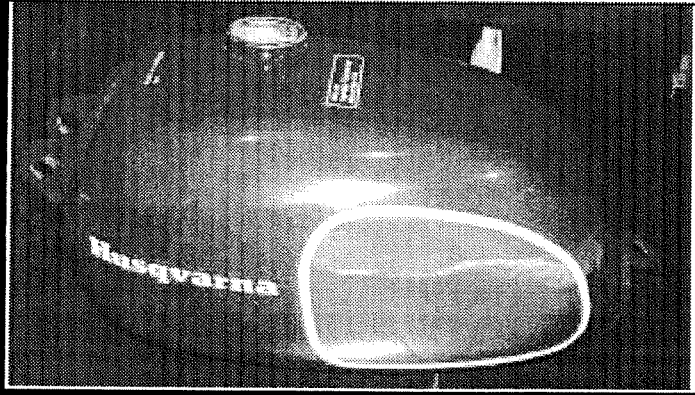
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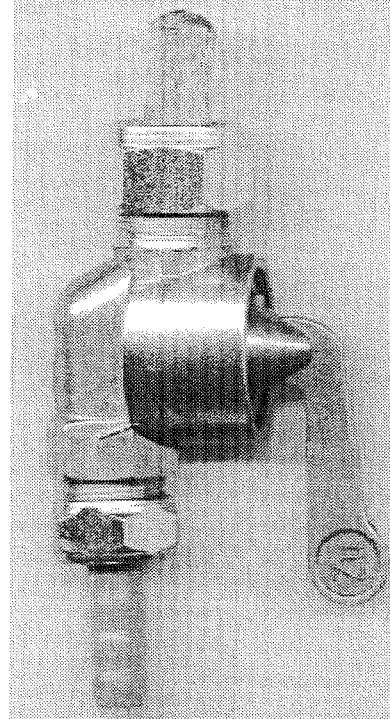
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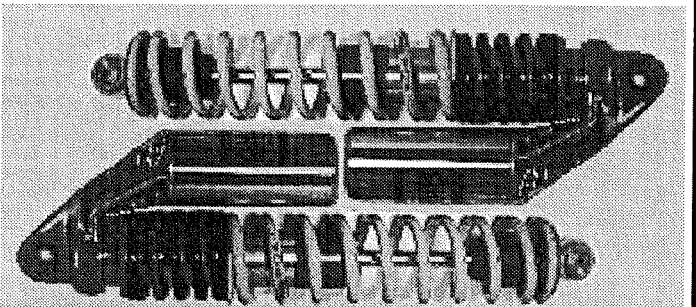
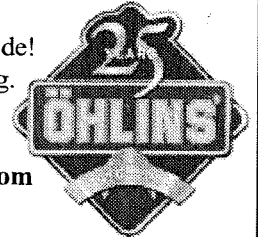
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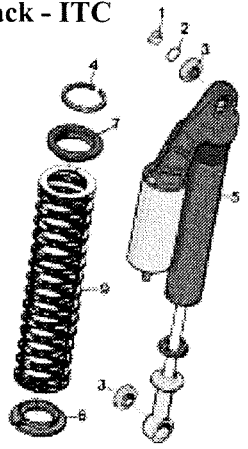
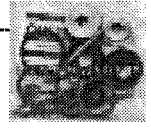
Remotes - Piggyback - ITC

Kits

Oil

Bumpers

Decals

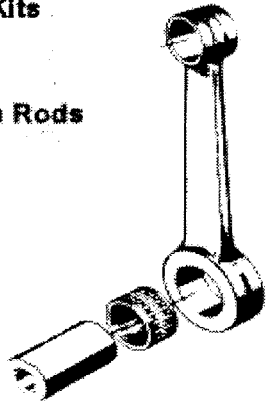


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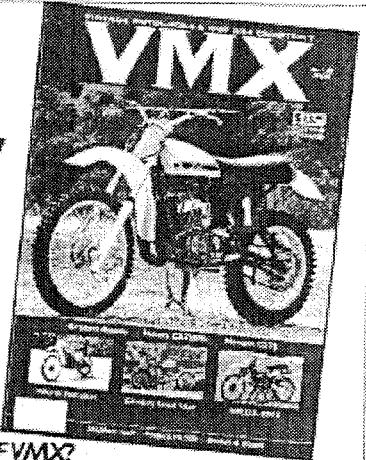
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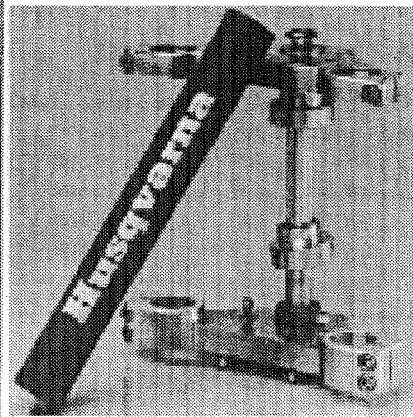
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Hot Rod Husky

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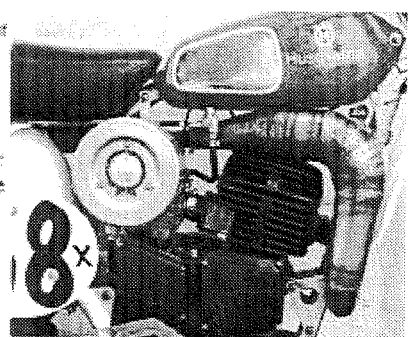


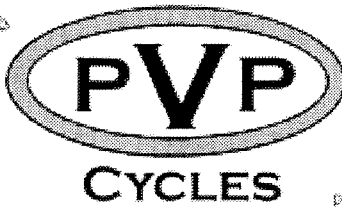
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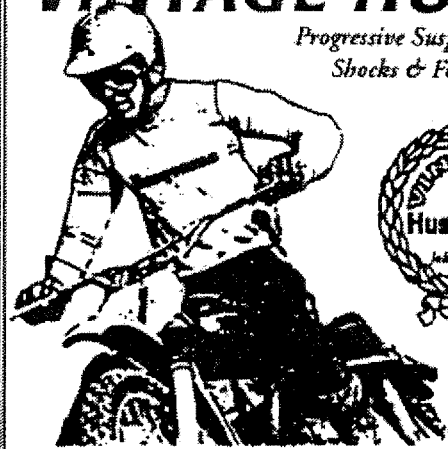


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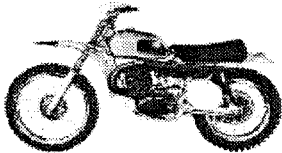
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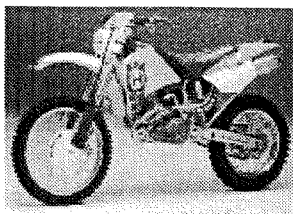


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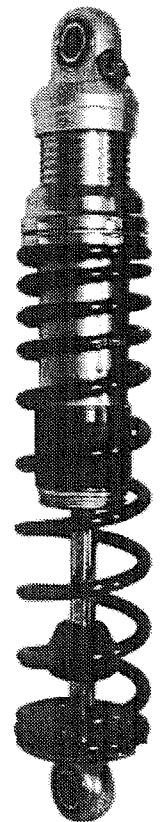
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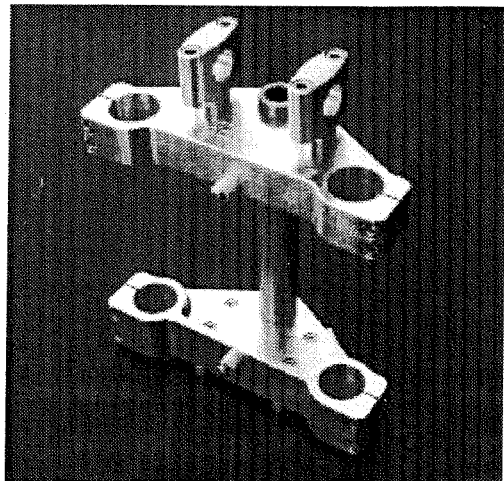
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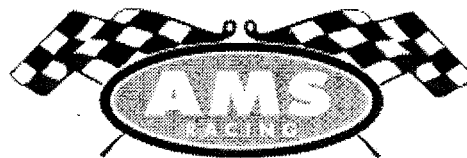


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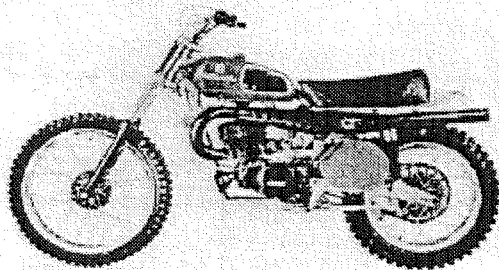
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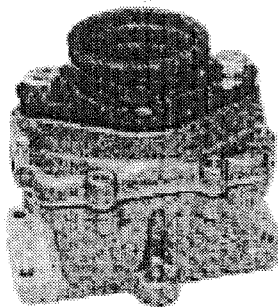
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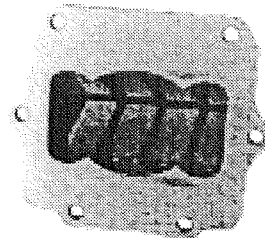


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