

Husqvarna

enduro

360 C

#33

1903 - 2004 is 101 years!



1971 360C enduro Husqvarna motorcycle, Femsa ignition, CEV headlite, Magura controls, IGA horn, Mareg battery, Crosland filter, Trelleborg tyres, Girling shock absorbers, Renolds chain, Bufo hardware, Stefa seals, SKF bearings, Motalloy hubs, CEV tailite, CEV switch, Bing carburettor, Radelli/Dunlop rims, VDO speedometer/drive and others make up the stunning enduro Husqvarna of 69 thru 72. These details will need all your budget money.

The final result is quite rewarding -- a classic Husqvarna.

This issue -

Tom Schroeder's 1971 SI 360C enduro
360C details - 8 speed lever location
Battery Switch, CEV key switch
Bulletins 1971 and 1994
Tab vs Full Collar and Desert Master app

Kick starters 66 thru 98
Kickstarter details
Lo Carb Monster Classifieds
Mareg Battery
Suppliers for Parts

360 C enduro Project

by Bill McNees - Husky club member - San Diego-(760) 352-5187 - wmcnees@ivha.org

As a long-time motorcycle enthusiast, Tom Schroeder has owned lots of motocross and enduro bikes since he bought his first bike, a new 1973 Honda CR125 Elsinore when he was 14 years old. His quest for a 1971 Husqvarna 360 C Sportsman Enduro began a couple years ago. A lengthy search yielded a '71 Sportsman collecting dust in the basement of a motorcycle shop in Iowa. The Husky that Tom found was owned by the late Bill Clymer (the same Clymer that produced the Clymer repair manuals). The Clymer family owns Action Cycle & Jet Ski in Marion, Iowa. The Clymer's Husky was original and complete but had not been ridden for a long time. When the bike arrived in California, Tom contacted me and asked if I would work on it. He delivered the Sportsman to me in San Diego along with a list of things he wanted to have done to the bike. The list consisted mostly of general service items so it could be ridden. He wanted to keep the bike original, and just clean it up and ride it occasionally. When I got the Sportsman on the workbench and started really checking things out, the list began to grow. The project grew from a general servicing into a restoration. This is how the Sportsman restoration unfolded.

The bike was completely disassembled and the frame was inspected. As with most Huskys that had been ridden off-road, the fork stops were toast. A local welding shop laser cut the fork stop plates for me. Initially, I bought a dozen, but I have restored many Husqvarna and I am now working on my second dozen. When the motor was removed, I noticed a 1/4 inch bolt in the top rear motor mount bracket instead of the stock 8mm bolt. The bike had likely been ridden with the rear motor mount bolt not properly torqued and consequently the rear motor mount bolt housing was hollowed out. The rear motor mount was repaired by bolting a dummy set of engine cases in place and welding flat washers on both sides of the frame. These washers were hidden and securely house the correct 8mm rear motor mount bolt. The side stand stop on the frame also required minor welding so that the bike would stand upright when parked. I thought we might be able to 'touch up' the paint where the fork stops and side stand welding was done but after conferring with Tom, we decided to strip and re-paint the frame.

The frame was stripped using aircraft paint stripper. I then bead blasted the frame and numerous parts before getting them painted. An auto painter in town has painted my Husky frames in the past and he

painted Tom's frame, too. He replicated the original Husky silver color and after a prime coat was applied, two coats of silver base were applied and then two coats of clear. A total of 25 pieces (frame, fork legs, foot pegs, battery tray, foot brake pedal, skid plate, side stand, etc.) got this paint treatment.

Both of the steel fenders were cracked pretty badly when the bike arrived. Since the frame was being painted, and Tom wanted the bike to run well and look good, he purchased a new set of NOS fenders from a private collector in Orange County, CA. Once we received the NOS fenders, we matched the paint and had the inner rear fender painted. You can see the pattern of events taking shape. With a freshly painted frame, and new fenders, those old wheels had to go... I had a set of Sportsman wheels that I had built for a 1969 Sportsman I was restoring. We decided to install these wheels on Tom's bike after the decision was made to paint the frame. It's almost impossible to do a partial

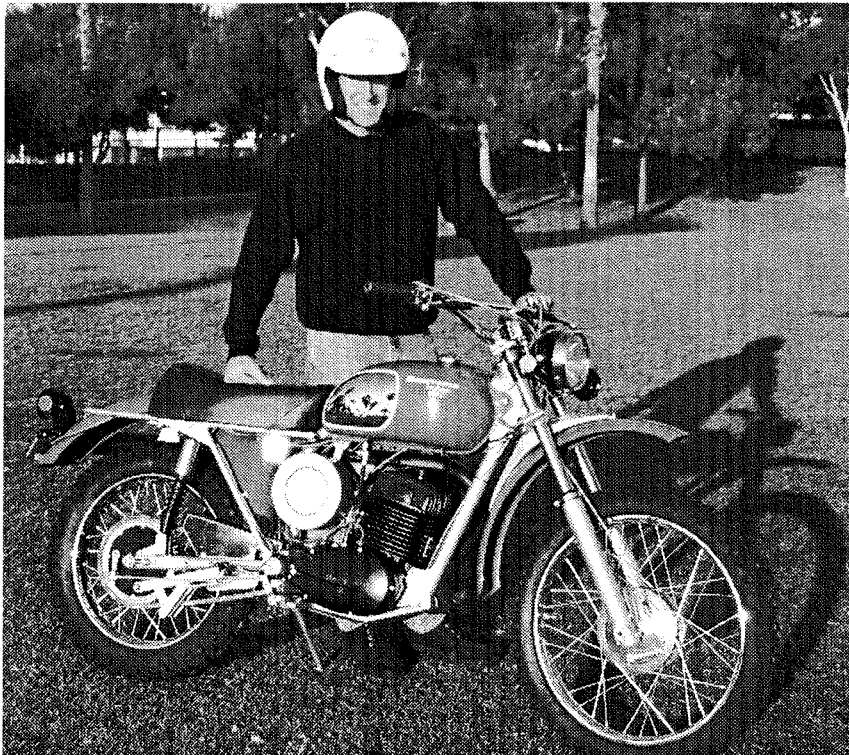
restoration, because once you get one thing looking good, the things you neglect start looking really bad, whereas in the beginning they didn't appear to be in need of attention.

Back to the wheels. The wheels were first stripped and disassembled. The hubs were heated up and the old bearings knocked out and the rear hub, brake drum and backing plate got bead blasted and painted with Plastic-Coat Low Gloss black high temp engine paint #215. The front hub and backing plate along with all the spokes, nipples and steel rims went to my chrome plater in Mexicali. You may remember my story in an earlier HMC newsletter concerning this character. Since I cannot locate the

original Trelleborg tires anymore, I use Barum period tires on my Sportsman motorcycles. Tom planned on getting the bike street legal and riding it, so I installed new Pirelli MT 21's at both ends. I have found these to be good dual sport tires and have used them over the years on my XR's and DR's dual sporters.

After removing the engine and tearing it down for inspection it appeared there was more time on the bike than the odometer indicated. The odometer read 551 miles. Since the bike is going to be ridden, I opted to install new FAG bearings throughout the motor. It also needed a new piston. In addition the rod was out of spec so it too was replaced. The clutch drive and drive plates were worn so a new clutch was installed. The motor was stripped using the aircraft stripper and lightly blasted and was painted with the Plastic-Coat 215 paint. After several coats all the engine parts were baked in the oven at around 350 degrees for about 30 minutes to set the paint.

While re-assembling the engine I noticed that the cylinder head was contacting the top of the aluminum barrel casting instead of seating on the steel cylinder liner. I called John LeFevre at Vintage Husky and he told me this was not uncommon



Tom Schroeder and his new '71 360C enduro - red and chrome glisten!

and that a quick cure was to machine about 20 thousands off the aluminum head where the stud holes are located. You do not machine anything from the area that contacts the steel liner. This fix allows the head to seat properly on the liner. I discovered this problem while doing the normal head seating process (using valve grinding compound) and noticed the combination of valve grinding compound and spit was not mixing like it normally should. The FAG bearings came from a local bearing shop, the gasket set from Viking Motors on eBay, and the piston, rod and clutch came from Vintage Husky. I have been using Yamaha seals for years and they came from my local Yamaha dealer.

The stock Femsma ignition was retained and new points and condenser were installed. Once this was done the motor was dropped back into the frame. All of the hardware was re-plated using clear zinc and new 8mm gray ny-lock nuts were used where applicable. The assembly of the frame didn't get off to a good start. After installing the motor, the triple clamps and forks were installed. Once the front wheel went on, I noticed the wheel was about 15 degrees off-center, which usually means the bottom clamp is bent. I tried to bend the bottom clamp back in shape so the paint wouldn't be damaged but after breaking a six-inch bench vice, I opted for the torch to heat it up and straighten.

The handlebars were re-chromed and the control levers and throttle were polished in Mexicali at the same time the spokes and rims were done. Magura grips, dust covers, adjusters and a set of rubber parts were purchased from the Husky Club and new control cables came from Viking Motors in San Diego. The rear taillight was completely disassembled and straightened, then blasted and painted. The original taillight lens was faded and replaced with a new CEV taillight lens. A new rubber gasket between the light and mounting bracket was fabricated from sheet rubber that I acquired from a local industrial supplier. The taillight didn't work at first and I had to sneak a ground wire into the stock wiring harness to make it work. It was either that or

scratch the paint off the new fender and frame to get a proper ground. The headlamp low beam was burned out, so after much searching we got a new sealed beam from Domi Racer. I picked up a battery chart from my local motorcycle dealer and ordered a 6-volt battery that was the closest in size to the stock Mareg battery. I wound up installing a new Yuasa battery. Aside from the battery, and Pirelli tires, a deliberate attempt was made to bring this Sportsman back to its original condition using NOS or original parts.

The lights, horn and all electrics work like new. It was a little difficult making the stock wiring work because the original connectors inside the headlight were not well designed from the start. I had to crimp most of the connectors and used dielectric grease on all the fittings in order to get good connections. The headlamp had to be completely disassembled prior to painting and the light switch on top of the headlamp was tricky to get back together right. I had previously made drawings of the headlamp internals and wiring so that I could put it back together using my drawings and the schematic in the shop manual.

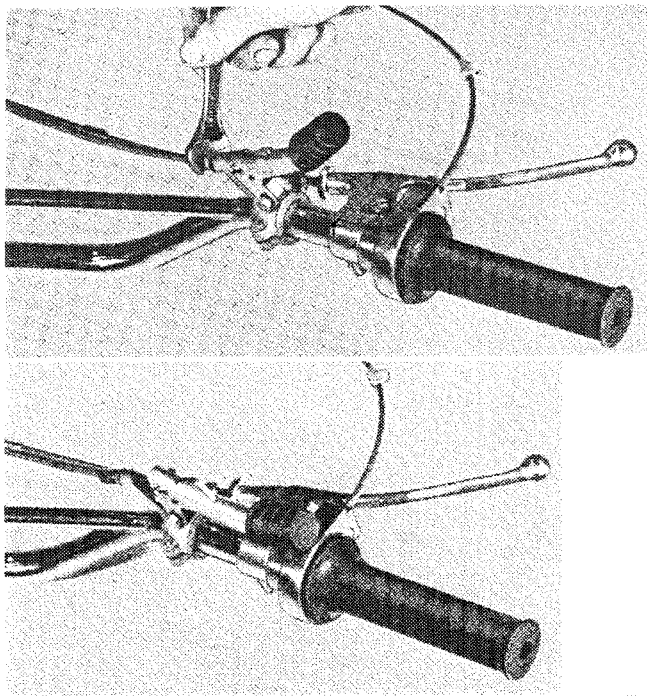
Fortunately, this bike was complete, so all the hard-to-find parts were there, including the stock 'torpedo' muffler, the battery tray, and the orange headlight reflectors and red taillight reflectors. These parts are very hard to find and if anyone knows where one might obtain the little orange headlight reflectors I would sure like to know.

The bike is currently street legal, and Tom rides it once a week. He enjoys seeing the reaction of people when they see a 1971 Husky 360 Sportsman Enduro with red steel fenders and knobby tires coming down the street. It is a very nice rider and brings back lots of memories to those who appreciate clean, vintage Husqvarna motorcycles.

Tom Schroeder <theschrode@yahoo.com>

Frame SI 1658 - engine 362685 S





8 Speed Lever - Where does it go? How does it work? How do you use it?

Sometimes called overdrive - the 8 speed mechanism consists of two loose gears on the left side output end of the crankshaft. This requires a special crank end and cannot be run with all the pieces. The lever is a period MAGURA locking lever and is not available any more. Highly sought after. As you pull it down, a tongue appears thru the center of the lever allowing the lock to set and hold the cable extended. This must function well or the lever will release and shift when not wanted. Shifting in and out of high/lo must be done when the bike is running and after the throttle has been released. It is not necessary to use clutch. You must not use this shift when the bike is not running or it will jam up and partially lock the motor and destroy pieces in the mechanism.

The rubber handle tip is a barrel shape for 68-70 and then changes to a drum shaped shift rubber for 71 8 speeds and later automatics.

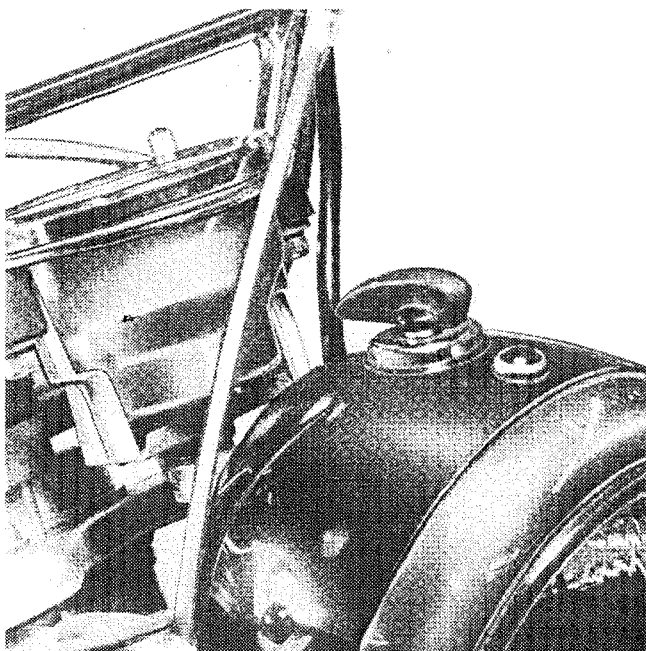
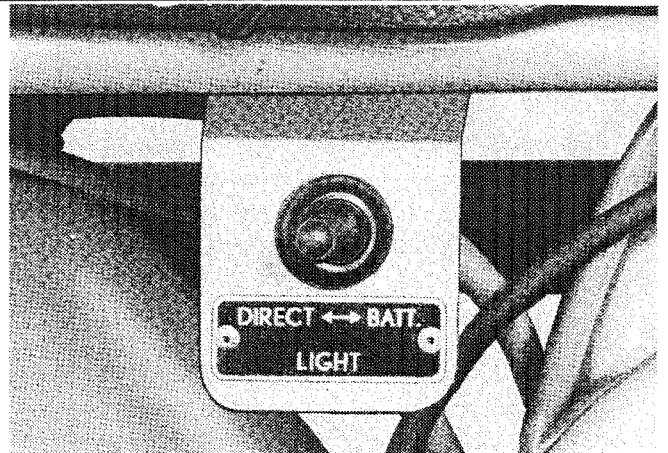
Light Switch for battery use only

This switch, which is fitted under the saddle bridge, should normally be switched in the "direct position" when running.

When switched in the "battery position", current for the lights comes directly from the battery. The battery is charged by means of the flywheel dynamo while running, when the switch must be in the "direct" position.

Note: The "battery position" should only be used when the machine is parked with the lights on.

The DIRECT <-> BATT. plate is held on with smaller than 1/8" rivets, 3/32" or 2.5mm rivets, not easily found. Rubber cover for toggle switch easily found today at a boating shop.



The headlight unit is a CEV and houses the terminal block, the diode for battery charge circuit, hi beam indicator (shown as a button just forward of the rotary switch), the headlight "on" rotary switch, a 6volt CEV bulb unit hi/lo, fuse for overload.

The rotary switch also pulls directly out of the headlight bucket, with a gentle pull, as a "pin" switch to lock out the ignition for security. You would carry the pin key in your pocket. It simply plugs back in with a spring detent to hold it in securely.

This headlight unit is Italian in make and was used on many Italian motorcycles, Ducati and others. The roundish headlight chrome ring shown to the left was used on SG-SH models. The SI series used a more squarish modern chrome ring.



This photo is actual size. It was common in the 50's and 60's to have a pull out key from the headlight rotary on/off switch Not hi tech, but effective. There are short blades at the base of the key to engage the split slot of the rotary switch.

TEST

report Me 250 cc - 360 cc - 400 cc

Motor no. 5-362504
Frame no. 51-1208

Center inspection

1. Lacquering paint finish
2. Drivings
3. Front fork
4. Oil leakage
5. Hand brake
6. Sprockets, rollers
7. Front tender ax
8. Tightening of fastenings
9. Tightening of guide rollers
10. Motor
11. Oil leakage
12. Connection of air cleaner
13. Spark plug
14. Tightening of flywheel
15. Tightening of cylinder head
16. Tightening of nuts
17. Frame deflection
18. Gear

Function test

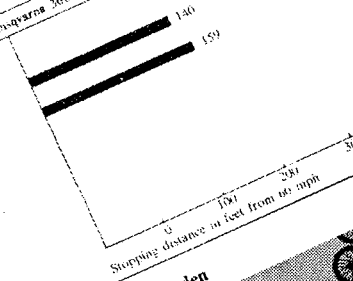
1. Starting willingness
2. Running of motor
3. Carburetor setting
4. Fuel consumption
5. Gear-box, gear shift bar
6. Vibration level
7. Thrust lever
8. Clutch
9. Kick

IMPORTANT CONSUMER INFORMATION
VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different conditions of loading and with normal failures of the braking system. The information shown is representative and should not be used for comparison of vehicles under controlled road and vehicle conditions and may not be correct for other conditions.

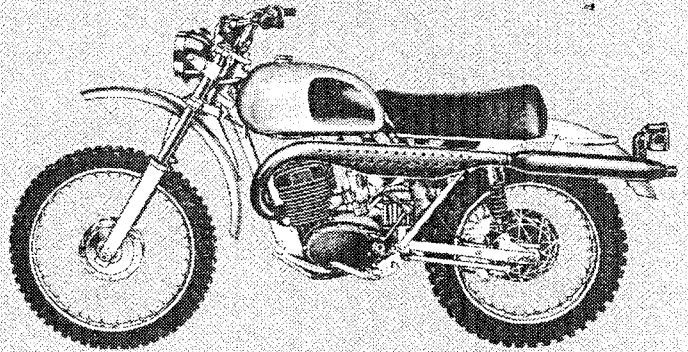
Description of vehicles to which this table applies

- A. Fully Operational Service Brake
 - Load
 - Light
 - Maximum
- B. Emergency Reserve Brake (with partial Service Brake System Failure)
- C. Brake Power (Dry rubber Maximum Load)



Husqvarna Vapenfabriks AB, Huskvarna, Sweden

Husqvarna 360 Enduro



SPECIFICATIONS FOR 360cc

Engine: Husqvarna 352cc two-stroke engine of 6-port design. Max. HP at 6,000 rpm. Bore 78.75mm. Stroke 72mm. Compression ratio 8.7. Light-alloy cylinder with shrunk in liner of centrifugally cast iron. Light-alloy cylinder head. Crankshaft of built-up type with chrome-nickel steel journals. Drop-forged connecting rod of chrome-nickel steel with needle bearings for grudgeon and big-end. Crankshaft journalled in double-row angular contact ball bearings.

Power transmission: 5-disc clutch. Primary transmission by gear drive. Secondary transmission by chain (5/8x1/4") 16 tooth countershaft, 56 tooth rear sprocket.

Gearbox: Overall: 18.2 - 11.2 - 8.8 - 6.96
Internal: 2.62 - 1.60 - 1.27 - 1.0

8-speed: 1st 17.2 & 22.8; 2nd 10.5 & 18.2; 3rd 8.9 & 11.7; 4th 7.4 & 9.7

Internal: 2.33 & 3.08; 1.42 & 1.87; 1.20 & 1.58; 1.0 & 1.32

Lubrication: High quality oil and gas mixture. 1 quart SAE 20 Motor oil in gearbox.

Carburetor: Bing 36mm concentric.

Air filter: Moto-cross type with pleated paper element.

Ignition: FEMSA flywheel magneto with separate high tension coil, Bosch spark plug 225 T2 - 240 T2.

Frame: All welded, special moto-cross frame with low-slung engine and made of chrome-molybdenum steel for maximum possible strength. 45° hinged footpegs. Pivoting swing arm in rubber bushing.

Front forks: Husqvarna oil-dampened telescopic fork with chromed legs. Fork crowns of chrome-molybdenum steel.

Brakes: Front - full with hub Ø 160mm. Rear - Quickly detachable hub with 160mm brake diameter.

Gas tank: All-steel welded fuel tank. Capacity 3.9 gallons.

Wheels: Front 3.00 x 21" with moto-cross tire. Rear: 4.00 x 18" with moto-cross tire.

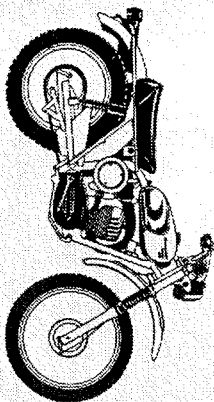
Speedometer: Enduro type with trip 10 nth meter.

Lighting equipment: Direct lighting by 6V flywheel magneto or lighting from 6V 4.5 Ah battery. Head lamp 30W sealed beam. Rear lamp 5W. Brake light 18W. Horn 30W. Lighting equipment approved in USA.

Details: Quick-twist throttle. Magura levers with built in adjusters. Moto-cross type saddle. Light alloy and steel mudguards, in bright red. Side stand. Wheel rims, chain guard, tank and handlebars chromium plated. Engine and exhaust parts in head-radiant black. Frame in silver, tank in bright red.

Dimensions: Wheelbase: 54", Saddle height: 31.5", Ground clearance: 9", Weight: 252 lbs. dry.

Husqvarna
The World Champions' mark



**Owner's Manual
Sportsman 360 cc**

Try to get a copy of all the literature for a specific model, so you can have all the help you need in making choices on your restoration. Most literature produced was done on an early model, so photos may not tell all the story. View other bikes at shows, or better yet view someone's unrestored examples.



Crankcase screw, MC

We are now replacing the present crankcase screws (20 62 378-11 and 20 56 327-01) with hexagon socket screws.

The following applies to the new screws:

Crankcase screw (long): 20 24 381-12
Crankcase screw (short): 20 24 378-12

10 17 056-97 A

2. 6-71

Tightening torque: 0.7 kgf m

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2004 editors note - straight slot machine screws were replaced with socket head cap screws. Better grip for removal, better strength.

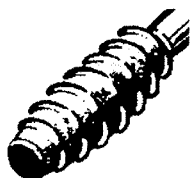


Rubber handle - overdrive

To improve strength and wear resistance, we are replacing the rubber handle (12 25 426-01) on the overdrive hand control with one of higher quality.

Part number of the new handle: 16 12 813-01

2004 editors note - 8 speed lever rubber tip replaced with common shift lever tip.



Early style-----Later style

10 17 057-97

2. 3-71

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Fuel tank SI

Owing to a quality improvement of our fuel tank fo Enduro (previous order no. 15 14 034-01), we will change the order no. to the no. given below.

New order no. for fuel tank SI 15 14 042-01

2004 editors note - Tab style tank with cap to right, replaced with full collar style tank with cap in center. Better mounts, machine welding. This tank is usually found on SI's with high frame numbers - SI 1800+

This same tank is painted yellow and used on Desert Masters 1972+

10 17 067-97

3.5 8-71

To be inserted under tab. nr Register Index	1
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Husqvarna

ROUTE TO:

SERVICE: Yes PARTS: Yes CUSTOMER: Yes
DATE: 3/25/94 YEAR: M.Y. 1994 MODEL/S: 250-360WXC WXE

IMPORTANT =====

1994 HUSQVARNA 250 - 360 WXC - WXE WITH KOKUSAN IGNITION SYSTEM

We have been notified by the Factory in Italy that the above mentioned motorcycles, 1994 production, were shipped without the voltage regulator.

This condition will cause ignition advance (4 to 6 degree) and result in poor performance.

Cagiva North America, Inc. will supply to you the voltage regulators (Part Number 8000075348), which must be installed during P.D.I., and screws Part Number 800062728.

Installation procedure will consist of fastening the voltage regulator to the right side of the frame, near the steering tube and connecting the regulator's yellow wire to the wiring harness under the fuel tank. If the yellow wire in wiring harness is not coming out through the plastic retainer, cut strap and replace.

This bulletin supercedes SB-21.

HSB-21A

Thank you for your cooperation in this matter.

Husqvarna

ROUTE TO:

SERVICE YES PARTS: YES CUSTOMER: YES
DATE: MARCH 28, 1991 YR: 1991 MODEL: ALL FOUR STROKES

CLUTCH OIL LIMITER

The 1991 Husqvarna WMX 610, WXE 610, and WXE 350 have been fitted with a bell-shaped cover to reduce the amount of drag when the clutch assembly spins through the oil. This cover is bolted directly to the clutch pressure plate.

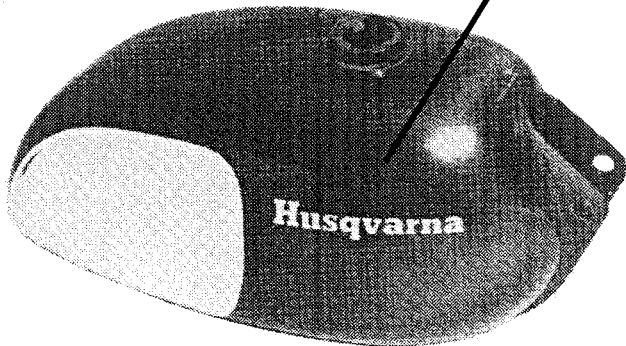
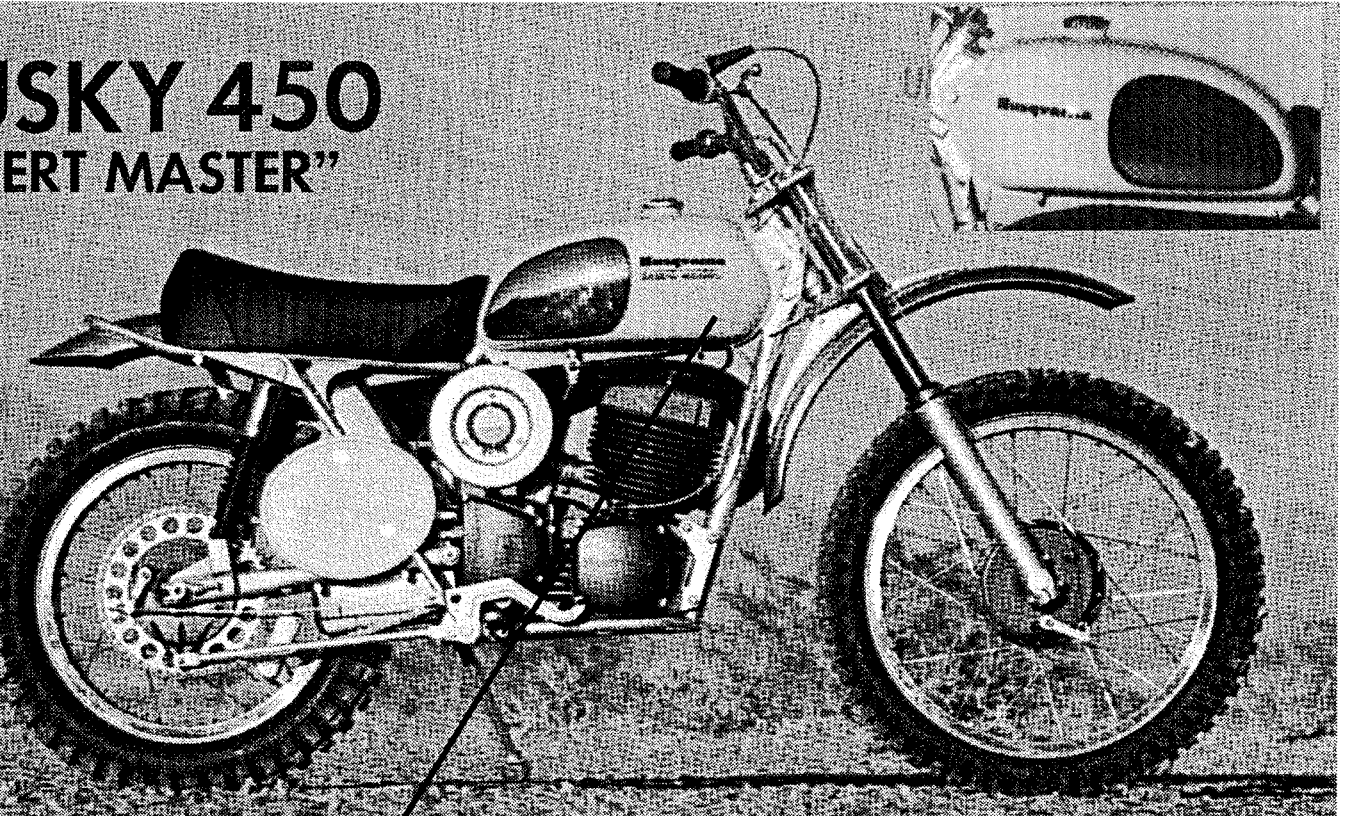
Please remove this cover, Part# 800068837 from all 1991 units. The cover material is too soft to maintain a consistent torque valve. Therefore the screws which attach it may loosen, possibly damaging the outer engine cover.

Labor allowance is 0.5 hr.

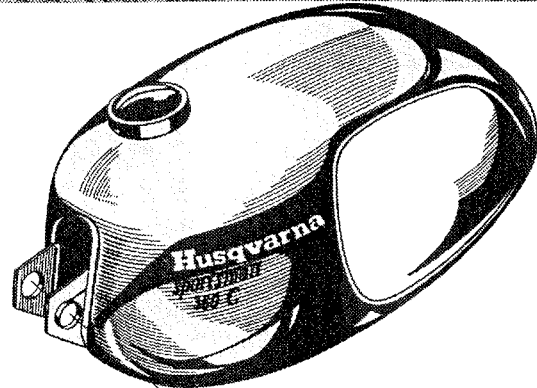
Cagiva North America, Inc.
Technical Services

HSB-14

HUSKY 450 "DESERT MASTER"



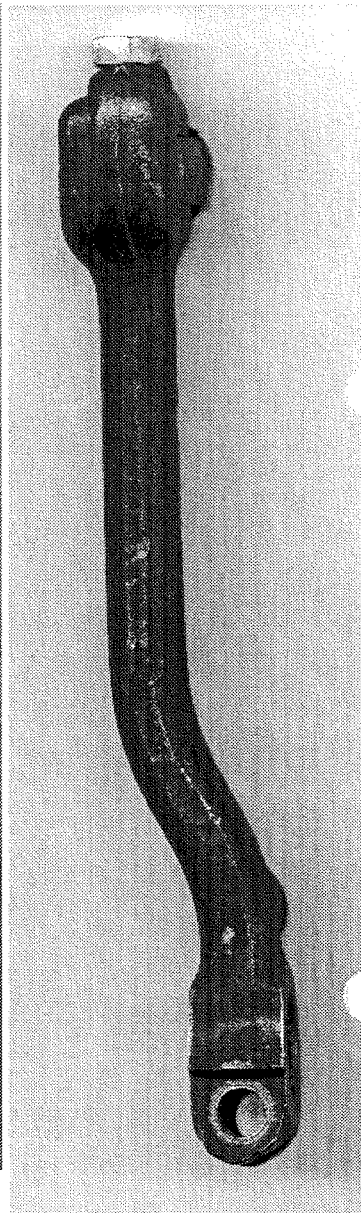
Full collar style Husky tank enabled consistent machine welding of the newer style tanks and eliminated the extra tabs required by the early design. The tank tunnel and mounting points are all in one and because this is a Sportsman tank, it has two lower mount points as well. The inset shows 74-75 chrome panel and slanted decal, which gives a different look to tank.



The term "tab style tank" refers to the tabs welded on as separate pieces to mount the tank. Two tabs in the front and one tab at center rear. The early tabs did not use rubber bushing. The tank above, an SH 360c Sportsman, uses rubber bushings at front and has two lower tabs for special Sportsman mounting "U" bracket.

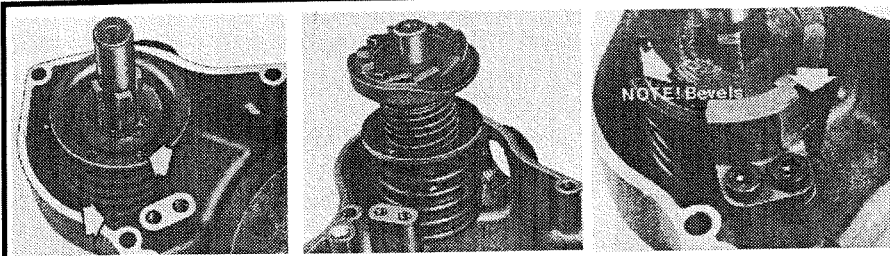
Kick, Kick, Kick your Bike

More than three kicks means you are not in tune. Stop and take action.
Don't abuse the kickstart lever, you may need it to restart another day .



1 2 2 5 6 2 6 - 0 1

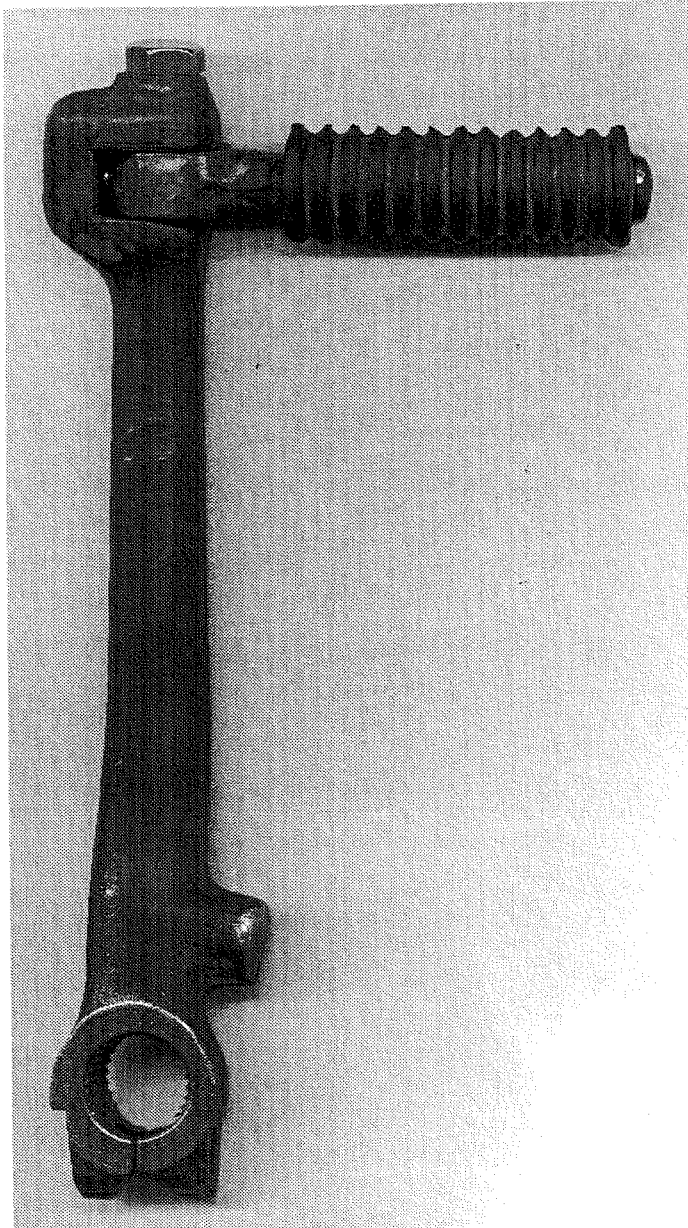
1966 - 1967 Kickstarter lever assembly, distinguished by sweeping bend to the outside. Also typically zinc, tin, nickle or chrome plated. This start lever is adapted for use from a Silverpil street bike. That is the reason for decorative plating and the bend to clear street related items. In the era Torsten, Arne, Bengt, Åke, Ole would straighten this bend out to allow closer fit. Swing pivot bolt head is 12mm, as would be the pinch bolt. Swing bolt is 8x30, 8.8 Pinch bolt is 8x35,8.8 with split lock washer and std nut. Rubber #702 not shown.



Assembling kickstart spring - fig #1 pretty simple, use hole shown, long tang in case, short faces up.

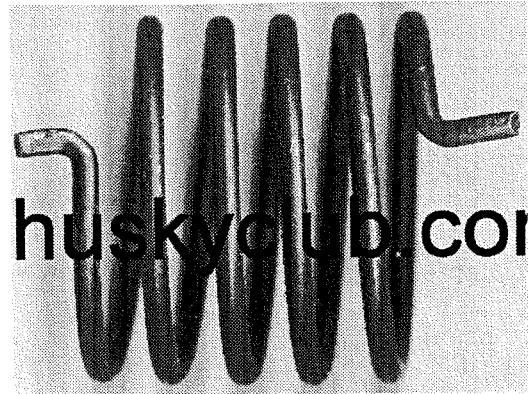
Position cam gear exactly as shown - fig#2 - study this photo until you understand this gear will come straight down in this position. THIS IS IMPORTANT !

Install keeper with two small bolts - fig#3 - cam gear is same as fig#2 just held down by keeper.



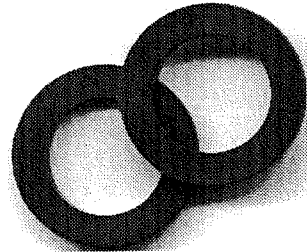
16 12 803-01

This kick lever is the 68 thru 71 all models and is tucked in nicely, painted black, swing pedal should be zinc plated, 702 rubber. 8mm hardware now has 13mm heads, 8.8 grade. Same size hardware, Swing bolt is 8x30, 8.8 Pinch bolt is 8x35, 8.8 with split lock washer and std nut. Rubber #702 is shown.

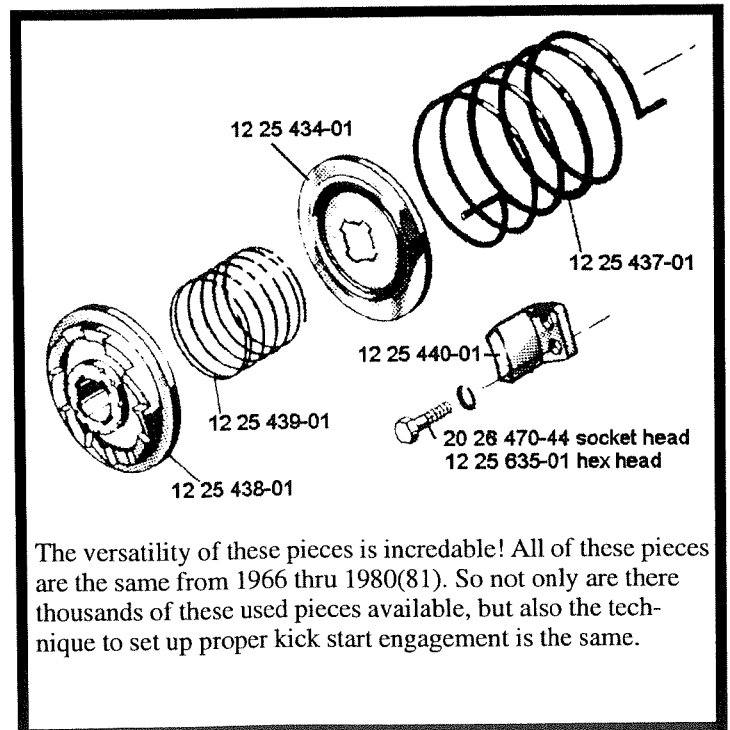


huskyclub.com

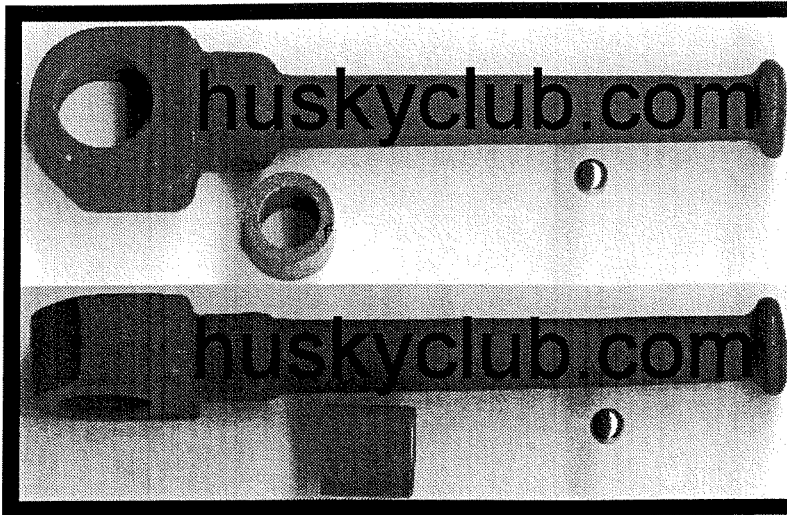
Here is a full size photo of an NOS return spring. 12 25 437-01. 5 coils of 3.5mm wire with the long tang going into the left side case boss.



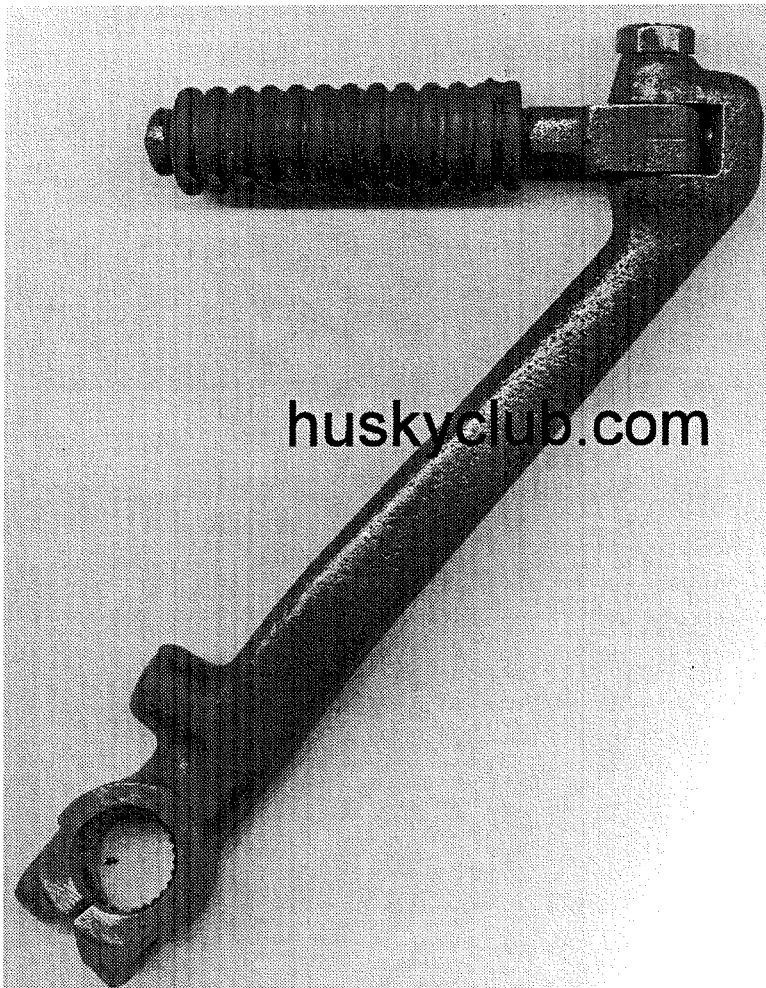
This rubber washer is the kickstart seal 12 25 442-01, 24mm OD, 15.6mm ID, 3.16mm thick.



The versatility of these pieces is incredible! All of these pieces are the same from 1966 thru 1980(81). So not only are there thousands of these used pieces available, but also the technique to set up proper kick start engagement is the same.



12 25 701-01 is the part number for the kick start lever fold out on ALL Husqvarna kick start levers! All the same lever, bushing, ball, spring, bolt, and rubber. The ball is 3/16". The bushing 12 25 480-01 measures OD=12mm, ID=8.00mm, length=12.10mm. The bore on a new 701 lever is 12.10mm, the width is 11.95mm. The bolt is an 8x30mm, 8.8 rated. The lever pivots on the bushing, the bushing is held solid by its fit in the kick arm. If the 480 bushing corrodes and adheres to the 701 lever, then they both try to pivot on the bolt - NOT GOOD. These need to be taken apart and serviced on a regular basis, especially in this day of pressure washing. Go down to your local hardware store and buy a small bag of 3/16" ball bearings and put them in your inventory. Fit a new pedal rubber and keep spare pedal rubbers and bumper rubbers on hand.



16 12 893-01

1972 thru 1976 - 125, 175, 250, 360, 400, 450, 460, and others, this lever is the most popular. The swing lever could be zinc plated or black finish. Swing bolt is 8x30, 8.8 Pinch bolt is 8x35,8.8 with split lock washer and std nut. Rubber #702 shown.



16 12 589-01

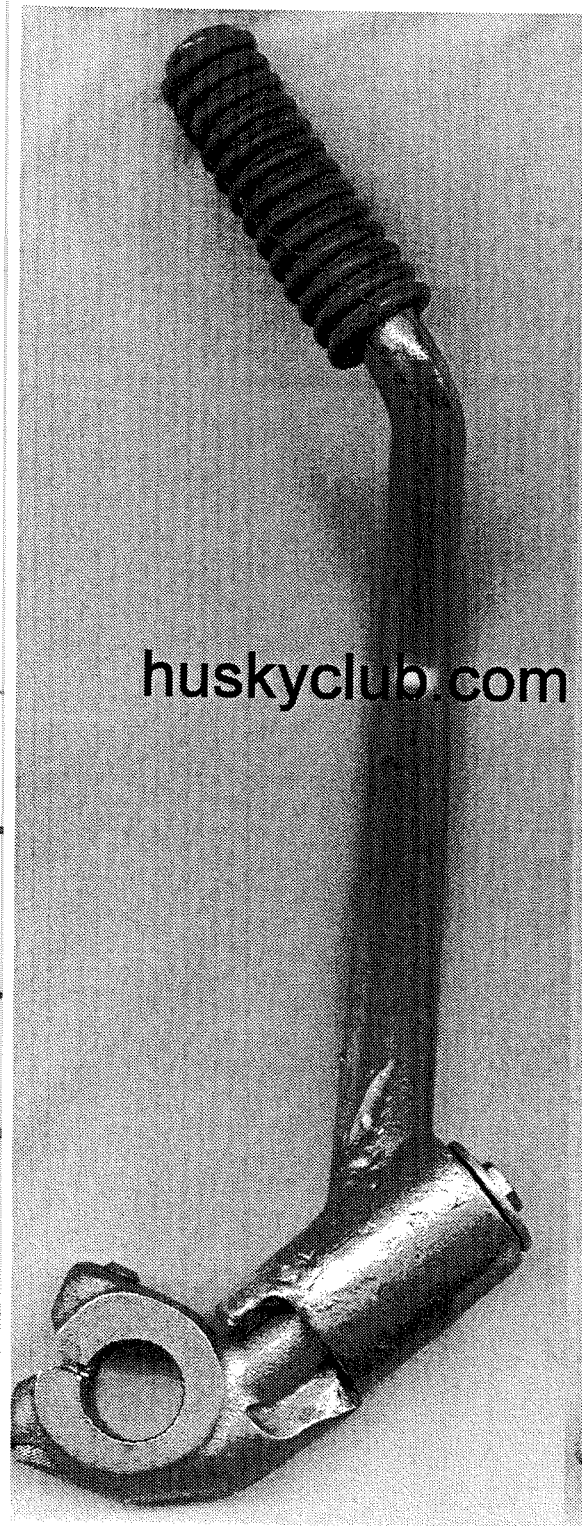
1977-78 this is a specialty kick lever designed to get more "swipe" and stay out of the way when not in use. Many early husky riders would bend their levers similar to this. Same spline and hardware apply, same rubber.



16 12 585-01

The automatic engine required a specific kick lever assembly. Same swing, hardware and rubber. Same spline.

year	model	kick assm
66	250/360	12 25 626-01
67	250/360	12 25 626-01
67	250T	16 12 803-01
68	250/360/360c	16 12 803-01
69	250/360/400/360c	16 12 803-01
70	250/360/400 360c	16 12 803-01
71	250/360/400/360c	16 12 803-01
72	125cr/wr	16 12 893-01
72	250/400/450	16 12 893-01
73	125/250/360/400/450 MK/SK	16 12 893-01
74	125/250/360/400/450 MK/SK	16 12 893-01
75	250wr/360wr/400wr/460cc MK/SK	16 12 893-01
75	250CR/360CR	16 12 893-01
76	125cr/250wr	16 12 893-01
76-77	360 auto	N16 12 585-01
78-82	390 auto	16 12 585-01
76	250CR/360CR/360WR	N16 12 589-01
77	125cr/250CR/390CR	16 12 589-01
77	250 wr/360wr	16 12 589-01
78	125cr/wr	N16 12 622-01
78	240/250/390 cr/or/wr	16 12 622-01
79	125 cr/wr	N16 12 680-01
79	250/390 cr/or/wr	16 12 680-01
80	125 cr/wr	16 12 680-01
80	240/250/390cr/or/wr	16 12 680-01
81	125 cr/wr	16 12 680-01
81	240/250	16 12 680-01
82	125 cr/wr	16 12 680-01
83	125cr/wr/xc	16 12 680-01
81	430 cr/wr	N16 11 696-01
82	250/500	16 11 696-01
83	240/500	16 11 696-01
84	125 CR/WR/XC wc	16 11 696-01
84	500 auto	16 11 696-01
85	500 auto	16 11 696-01
84	240/250/500 cr/wr/xc	N16 11 295 01
85	125 cr/xc	N16 11 086-01
85	250/400/500 cr/wrx/xc	N16 11 086-01
86	125 cr./wr/xc	16 11 086-01
86	240/250/400/500/400xc	16 11 086-01
86	430 auto	16 11 086-01
87	125 wr	16 11 086-01
87	430 auto	16 11 086-01
87	240/250/400/430/500	16 14 385-01
88-91	125	8000 38618
92-94	125	8000 69786
96-99	125	8000 67045
90-91	250/360	8000 51461
92-94	250/360	8A00 69786
99	250	8000 89996
99	360	8A00 69786
83	510 4stroke	N16 15 151-01
84	510 4stroke	N16 15 151-01
85	510 4stroke	16 15 151-01
86	510 4stroke	16 15 151-01
87-89	510 4stroke	16 15 151-01
90-91	510/350/610 4 stroke	16 14 385-02
92-96	350/410/610 4stroke	8000 69982
96	410/610 4 stroke - alternate	8000 84321
97-99	410/610	8000 84321



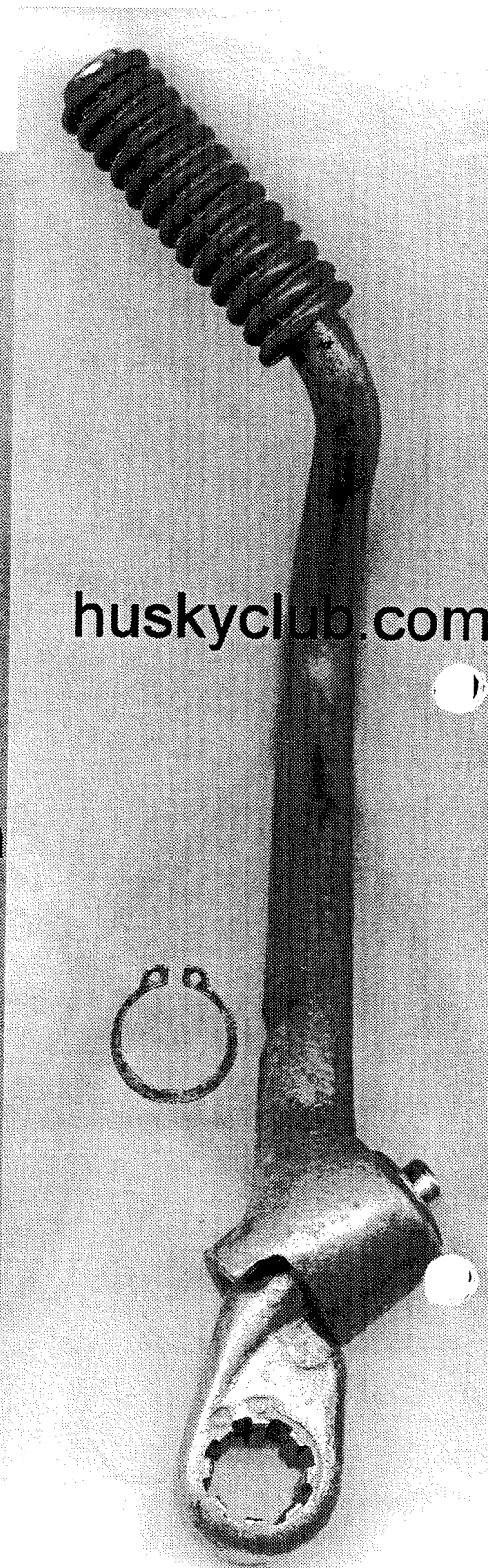
16 12 622-01

1978 only, all models, this kick start lever had the first socket head pinch bolt. It is distinguished by the taller swing boss area, flat sided spline area. Tends to whack swing arm pivot when everything not well attended. Uses same 702 rubber



16 12 680-01

1979 thru 81/82 all non primary kick motors. Cad or Zinc plated, but also in black paint as well. Socket head swing bolt now used, smoother castings, 702 rubber. Same spline as all past.



16 11 696-01

Primary Kick Engine 81-83, large spline pattern, held on with circlip. Last to use 702 rubber. All steel construction.



16 11 295-01

This lever provided teeth for traction on kicking, no rubber to fail and come off. seems it was only used in 1984 all models. Probably fits 81-84. I am not sure. All steel construction.



16 11 086-01

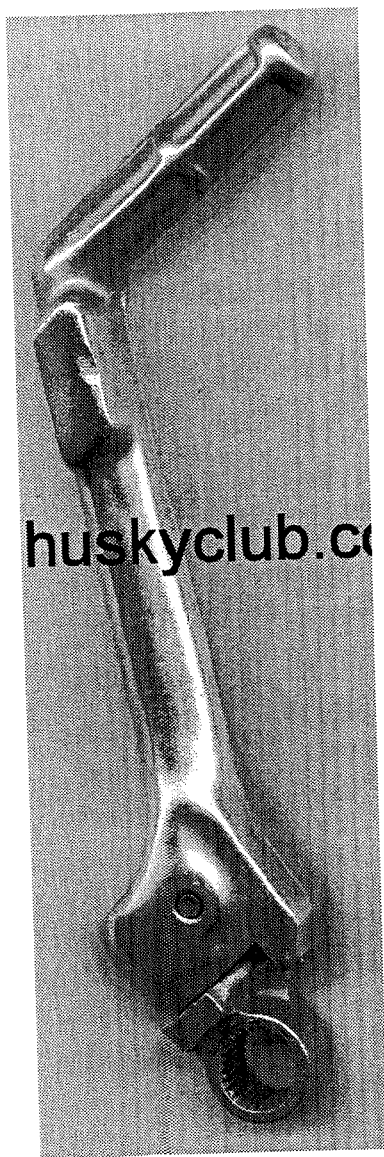
1985 thru 86 all models, this kick lever assembly featured an aluminum swing pedal.



16 14 385-01

1987 thru 89 era all models, this lever is identified with aluminum swing out arm and held together with a side entering socket head machine screw.

Kick Start Lever Maintenance - the lowest level of priority on everyone's list. If you have a box of new ones as spares, this is a task you do not need to worry about. If you don't have spare kickstart levers, then cleaning and greasing every year should add to your riding success. You should have spare 3/16" balls and small springs for early levers, spare o-rings/washers for later years, and some heavy, water resistant



huskyclub.com

grease to keep them lubed. The most common problem is the little ball bearing rolling away underneath the workbench, not finding any o-ring at all to compare and purchase a new one, "cupped" upper washer holding o-ring. Before taking your kicker apart, study the parts list, purchase the small pieces. Early lever can be repaired and restored by having an oversize bushing fitted. If the spline in the split pinch area is damaged, shop for a new lower lever or a better one. Fit the right size pinch hardware that does not swipe off the kick stop or the engine cases.

Reduce kick start wear! Fix your engine!
 Don't be a - "I don't know what happened, it was running fine last week" rider. Know your Husky's wishes and desires and fulfill them. Clean new fuel, clean fresh carb, new spark plug every day, new fresh oil, clean air filter, no loose motor mounts, refreshed electrical grounds.
 Happy Huskys

8000 67045

1996 thru 1999 125 motors this is the kick lever assembly. The upper portion is aluminum, the lower is cast steel with a cad or zinc plating. Held in place with a small bolt with large washer. The spline fit is close tolerance. Kick stop is internal.

**Spark Plug for 66-85
 air-cooled 2 strokes**

Champion - N3C
 NGK - B8ES
 Bosch - W4C

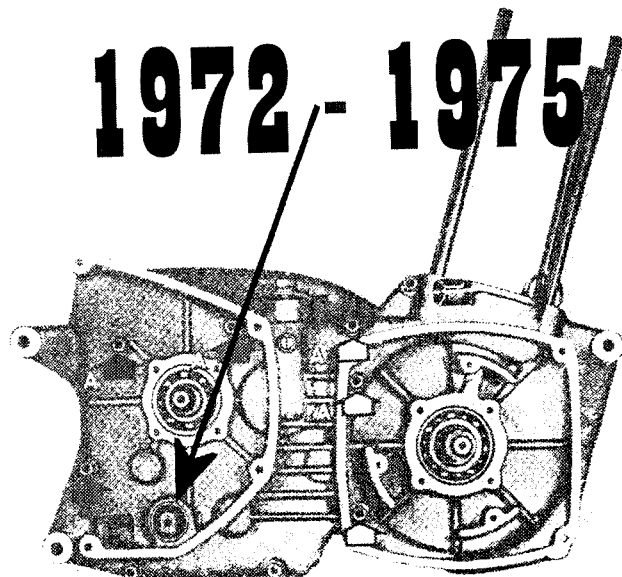
Spark plug gap for -

Bosch - .022"
 Femsal - .022"
 Motoplast - .024"
 SEM - .024"

Leaky right side

Shift shaft

1972 - 1975



Member - Dave Krugler - Harpers Wood, MI

Hi Husky Club; This one is for the "I'daneverwho'dathunkit" file. I had a 1972 250WR with a leaking right side shifter shaft seal. I thought about what a mess that could turn into if I really had to change the seal and decided to try something else. I thought one possibility might be the seal was fine but had a little pebble or piece of trash between it and the shifter shaft. This would open a channel that would allow oil to leak. Then I thought about what I could force in between the shaft and seal to dislodge a small pebble or other piece of trash. I took a new large sewing needle which has a very good smooth chrome surface and gently inserted the thread end between the shaft and seal and then guided it all the way around the circumference of the shifter shaft once, pulled it out and wiped up the oil around it. This morning when I looked it was bone dry. Gearbox is still full of oil. End of problem, high tech issue solved with a little low tech shadetree mechanical technique.

"Dave Krugler" <dkrugler@msn.com>

MegaClassifieds #33

1983 WR 250 for sale. Picture included, I live in Ontario Canada oh yes it still runs, "Sandman"
<sandyl@vianet.on.ca>

1985 WRX 400 Husqvarna I would like to sell. I have all the original papers including bill of sale, owner's manual etc and it still runs! Do you know of anyone interested in such a bike? Thanks, Gary Wassel, Erie PA, "gary wassel neon"
<gwneon@velocity.net>

1987 husqvarna 430 X/C, great condition, runs strong, needs nothing. all original except for silencer and handlebars, which are upgraded. have title and manuals, all for \$1,000. firm
Thanks! Arizona (602)370-4656 or contact -
desertangelrider@hotmail.com

for sale my 1972 CR125 husky and possibly my 75 Can-Am
GNT 250. Any serious inquiries, please e-mail me or call
home at 540-668-7228 . macemxr@aol.com

Bike for sale. Husqvarna 430 WR 1987. Frame #
842251951H WP25784 Engine # 21420604 I am asking
\$300. It needs a Bushing for the Kick start gear (I have the
new Gear) and it will run, I am told. The pic shows the gear
cover removed and it is lying atop of the grill in the back-
ground (I have since hand tightened it. Bike is missing
several small parts, Rear Brake assy is gone, I have a new
brake Pedal not shown in pic. I am located in Florida @ 10
miles from I-10 and I-75. PHONE IS: (386)963-2364 Baby-
Trout@msn.com

FOR SALE: 1987 Husqvarna 510 cross country. 4-stroke,
water cooled, dual exhaust, compression start (10:1 comp),
needs clutch return spring fixed, some extra parts included,
stored for last 3 years. \$800 firm. (cash & carry) Contact
Steve - Livermore, CA - Cell # (925) 548-1701. For pictures,
e-mail me at SNL7374@MSN.COM

1976 250CR frame, swing arm, wheels (brake hubs are
missing from both front and back), tires (from 76), shocks,
forks, handle bar, entire motor (no piston), bing carb, and
tank available for sell. Clutch is gone out and has motor
locked. Located in Olympia WA. Contact
rbush@microsoft.com

I bought a 390 WR from my buddy, who bought it new in
1980. The bike is in great shape and estimating less than 50
- 60 total hours on it. I thought I was going to start riding
again, but my back says different. The bike is in great shape
and has tons of power. I would like to see it go to someone
who appreciates Huskys. I can send you some pics. Mike in
California @ (805) 466-7654, norlockmnt@thegrid.net

84 250 WR liquid cooled two stroke and on the side cover it
says 250 WR. It looks real clean. The anti freeze is mixing
with the gear box oil. Frame # W019545, jason and my
phone # is 978-762-0143, Mass

1988 Husky Automatic Enduro For Sale. Very good, all
original, well maintained, new tires. Maintenance parts and
steel shock oil. Will deliver in Washington/Oregon area.
(509)427-5330 bigfish@gorge.net. Dave Crane, 430cc, \$750

FOR SALE: 74 CR 400, one race on new motor, Mikuñi, Pro-
Fab frame, aluminum ribless wheels, later model front forks,
Works Performance shocks, aluminum tank, very good tires
& sprockets. \$1,800. 1970 400 CROSS, unrestored but in
very good shape, runs good & strong, all original. \$800. 1974
CR 250, very good condition, small tank, later model front
forks, Mikuni, nearly new tires & sprockets. \$1,200. 1970
250, 8-speed, unrestored in good original condition. \$500.
1974 WR 250, excellent shape, tank needs paint, aluminum
fenders are original in perfect shape, runs good. \$700. MANY
GOOD PARTS FOR SALE ALSO: tanks, wheels, forks,
fender braces, 360 RT motor, 250 CR motor w/crank, seat
bases, mag parts....Located in Arizona. Buyer pays freight.
Ray (480)838-4411 (h) & (480)838-4455 (w) or e-mail,
lainne@aol.com

Wanted - 1970-1981 Husqvarna - any model, must be 100%
restored - museum/collector quality, ready to display, client
willing to pay top, top dollar if correct & running, e-mail
gmkalinowski@prodigy.net

early 70's 360 GP. It is a factory desert racer that was raced
by Billy Thornberg. The exhaust is rusted away and the
flywheel end of the crank shaft it broken. The frame is in
good shape, "large desert tank and orig. Husky tank too. I
have other extra parts for the bike also. phone 920-729-
5939. in Menasha, WI. 54952 Menasha is 1.5 hrs north of
Milwaukee WI. and 45 minutes southwest of Green Bay WI. I
can send digital pictures of the bike/parts on request. "Greg
Heckman" <grog@athenet.net>

Wanted: 1974 MK Husky frame serial # 10501 or greater.
Call Maury @ 408 395 4568 or email "xrdv8@yahoo.com".

For Sale: Husqvarna 1987 CR250 Husky complete front end.
The forks are W/P revalved and lowered two inches by
Durelle Racing. Stock fender and numberplate, Aceribis disc
guard and sliders. Wheel and disc are both straight, all brgs
good. Triples & Brakes complete. Axle with spacer. This is
some nice equipment \$525.

Husqvarna 83-84 complete front end - 40mm. Leading axle
forks, straight gold 21" frt wheel

Wanted: 1982-1984 Husky motors (250cc-430cc) in good mechanical condition. May consider trade or sale of 420 autos. (1) completely restored 1981 420 auto (too pretty to race) and (2) 1983 420 auto engines. Lynn Burton Bryant, AR gmqburton@aristotle.net (501) 847-9791

Wanted: NOS radiator cover for 1987 Husqvarna WR250. Right side, part number 1513855-01, complete bike restored less this one piece. Call or e-mail Richard at 940-648-8283, ryale@airmail.net

VINTAGE HUSKY PARTS FOR SALE. Mid 70's (18") and mid 80's rear (17") and front wheel (21") assemblies, some without backing plates or axles, \$50 ea., 2- 125 front wheel aluminum assemblies complete with backing plates (1970s for \$50 ea.). 1 Husky aluminum tear drop fuel tank, white \$40. 1 pair of vintage length piggy back Ohlin Shocks, 4" travel, good seals, \$250. 1 pair of fairly new S&W shocks, 17" travel \$250., came off of an 1984 500 CR. 1 brand new set of Hot Rod Husky Triple Clamps, in the box, never used ever \$300. I bought them for my 75 Husky 400 WR. Save \$95 over magazine bought ones! Wheel truing machine, clamps to work bench, in the box, never used \$125. New was \$175. 1974 Husky 400 WR engine 6-speed, bought as spare in 7/02 but never used. \$500. New Rear spring (Blue) and taillight assembly for 1987 Honda XL 600, never used, \$50 together. Call 619-425-1135 (San Diego, Ca.) and ask for Steve or leave a message. Email is Mag7race@aol.com. My answering machine broke in late October of 03. If you called after this on any of the above items, please call again. I will ship anywhere in the USA and Canada. No overseas please. Thank you.

For sale: 1983 CR 250 in good shape and 1983 XC 125 project bike. 250 appears never raced, runs strong. 125 was to be a project, as pipe, shocks and other components look good but definitely neglected. Bikes in Massachusetts but no ability to ship. Call Mike 617 598 8523 or email at mkinahan@eatonvance.com.

mint 1985 1/2 240 wr for sale. Bike is amazing but too tall for me. This 240 is original, all decals, undented pipe, garaged always. Some small imperfections - paint worn at frame - cable junction on steering stem, rear Trelleborg half worn front 80% tread. New cables, sprockets, chain, brake shoes. Could use a seat cover to be perfect (some discoloration in blue area and small tear in rear white panel). Strong runner with original top end. Bush ridden only and not raced or tracked. Have key and manual. What would such a bike be worth in USD? Can take a photo if needed. Do not want to sell because it is in such prime condition and I have Clover husky gear but hardly use the bike. I have several other bikes to ride. Aamir Quraishi <aamirq@shaw.ca>

For Trade - have 82.5 silver and red tank, nice , for trade for 82 430 Maroon and gold, 817-790-6773 in Ft Worth Tx

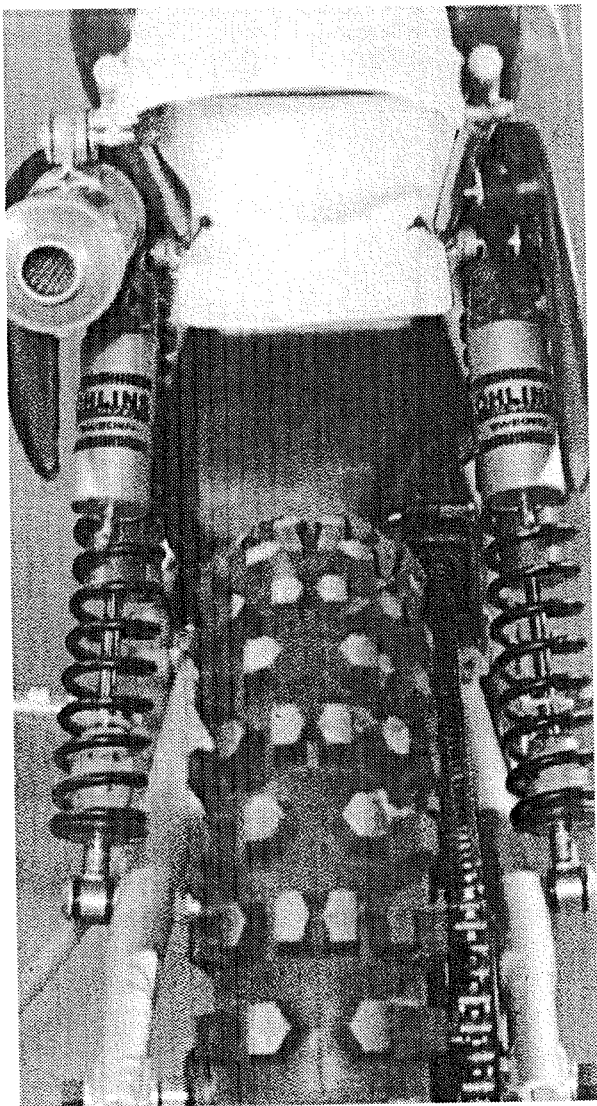
Wanted - white plastic side panels for an 83 500, also a left side engine case clutch cover, mine is bashed with an epoxy fix. please contact Craig at husky@intrepid.net or 304-267-6471

1996 Husqvarna wxc250 for sale. Excellent condition, Never been raced, very fast 6 speed. Many extras. asking 2000 OBO- Cash Talks. e-mail me at grogster99@msn.com for more pics and details Contact Person:Greg Telephone:609-744-3316

93 350WXC Completely rebuilt engine, top and bottom. Excellent condition. Recent fork seals & full service. Incredible 4-stroke woods/desert machine. Great, trackable power and stability. Acerbis handguards, upgraded headlight. Good Bridgestone tires. Dual pipes. Includes good used 420cc cylinder and piston. Email for pictures. Best offer takes home a beauty! nathan@tuning-science.com, Nathan Bernard Hood River, Oregon 97031 503-720-5935

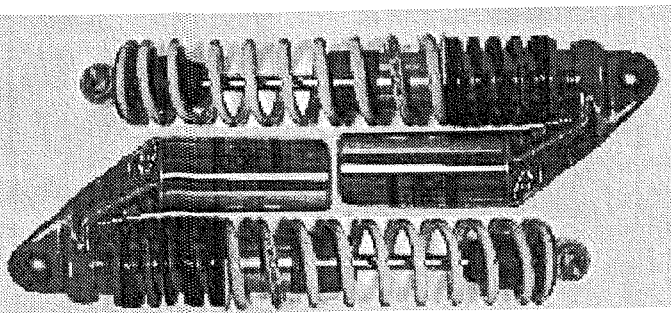
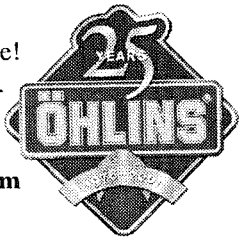
1987 husqvarna 430 X/C for sale, last of the swedish missles! All original except for better replacement aluminum handlebars, and aluminum silencer. Just serviced. needs nothing! ready to ride! All the power you will ever need, right there! comes with matching title and factory manual, Quality Ohlins suspension. SIX speed transmission! It's fun to SMOKE the newer Bikes! \$1,050 JR monroe AJ, AZ 85217 602-370-4656

94 250 wxc, \$1500 , this bike is in great running cond. New parts f&r brake pads, chain, f&r sprockets, fork seals and bushings, swing arm & rear hub bearings, newer parts, olhills shock with race tec gold valve system, f&r tires, fmf fatty pipe, moose skid plate, bark busters, guts gripper seat cover, f&r excel rims, boysen reeds. left radiator shroud was cracked and fixed by me looks good. great woods, trail bike. kelly blue book is 1700 and nada is 1600 i have all receipts for the above listed parts. and pictures please e-mail me with any ?'s bwzfamily@internetni.com. jim bowser, elizabeth, Illinois 61028



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00512
 6 V/4.5 Ah

Additional 360C information - Here is a photo of the side panel of an oem battery out of a 71 360C enduro. they were made by a German company MAREG which is no longer in business, however Mareg made many batteries for BMW motorcycles as well as many German motorcycles. This battery model is - 00512, 6 volt and 4.5 amphour. It measures 90mm x 80mm and 100mm tall. It would have been made taller by the formed curved cover that went on top to cover terminal and fill ports. Black in 68-70 era, it became clear in 71. shown above is the clear model.

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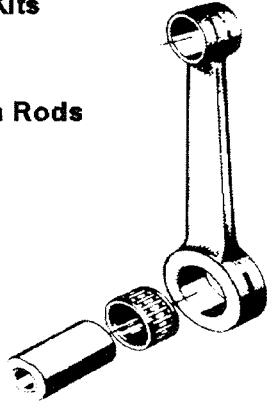
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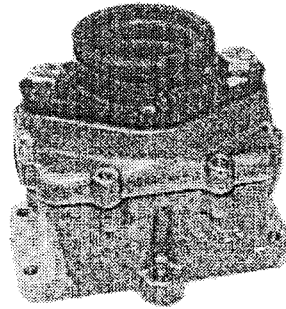
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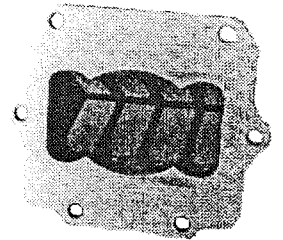


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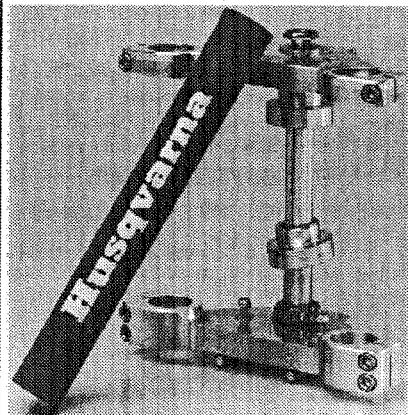
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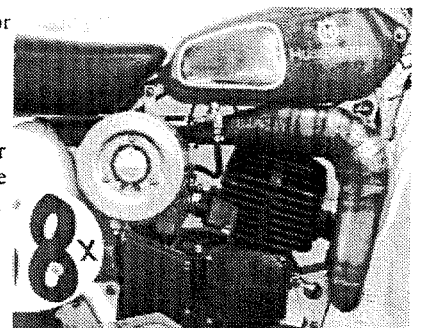


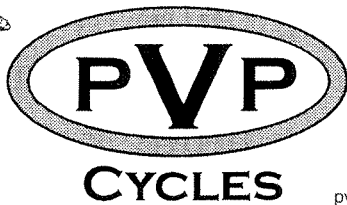
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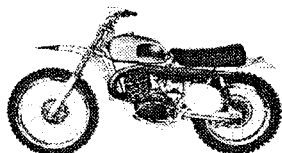
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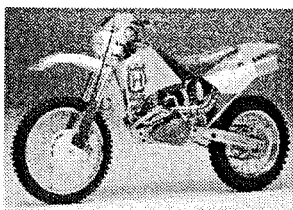
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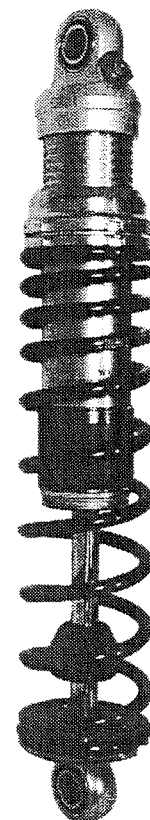
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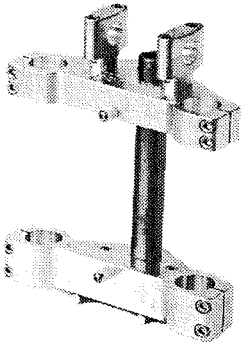


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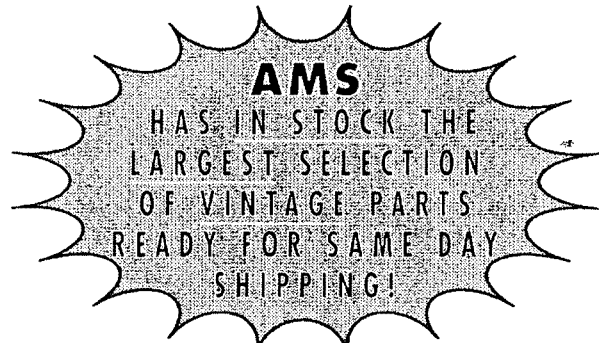
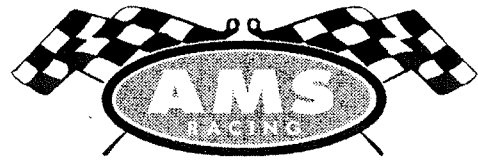
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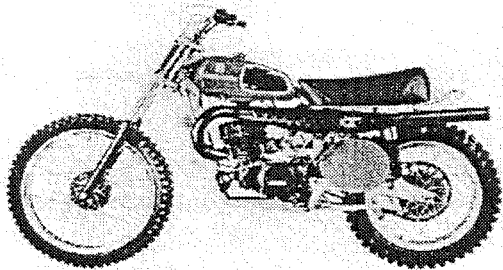
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