

# Husqvarna

## #34 *baja invader* *500 twin*

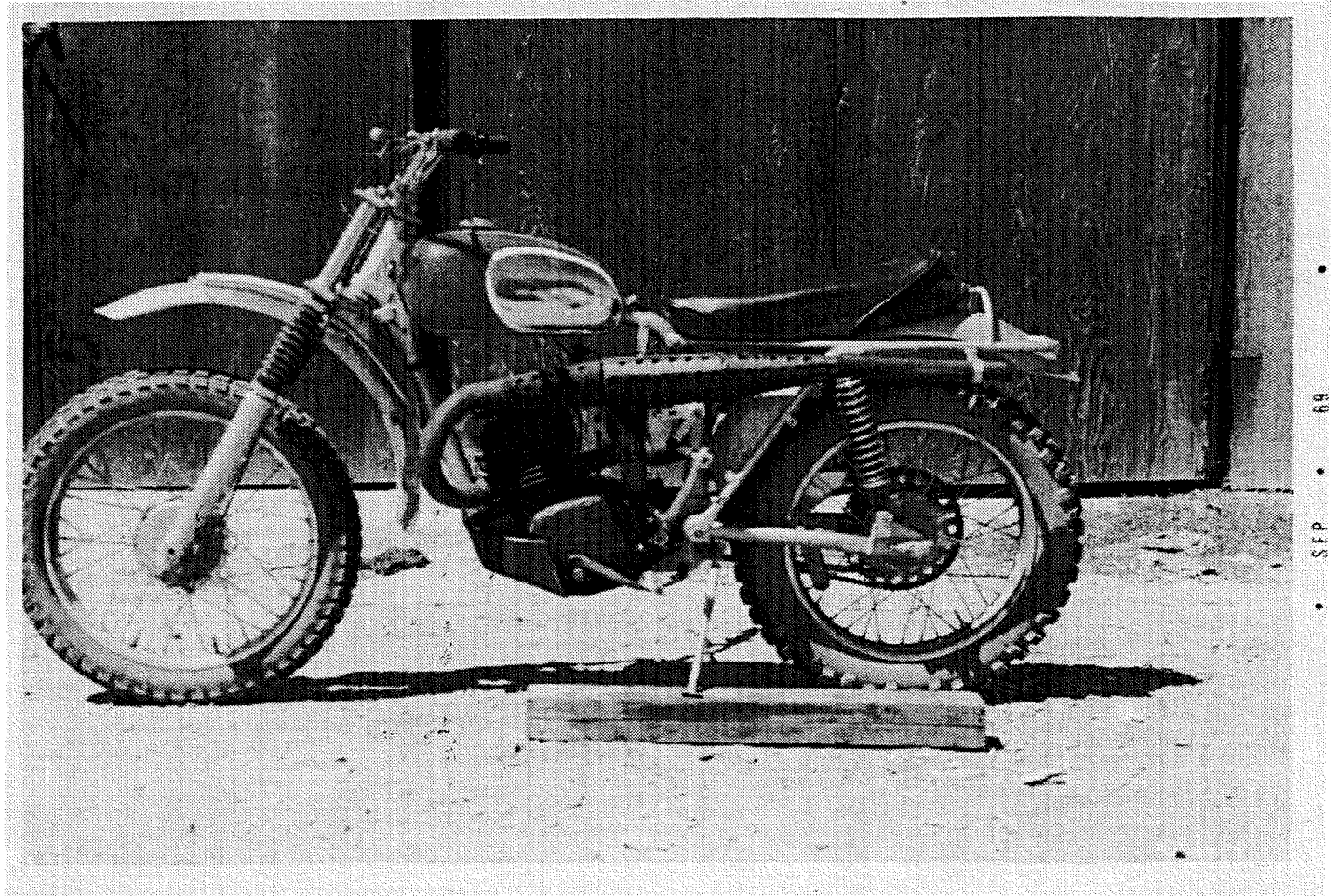


**1969 Hometown GranPrix - Dan Calhoun Collection** - Things to notice in these pictures, this bike used AMAL carburetors, the expansion chamber was a siamese pipe with no silencer. It wasn't as loud as you would think. It had an odd warbling sound when it was on the gas. Note the Halman boots, those were the thing in those days, they were not the best for support. Halman goatskin leathers, I still have mine from the late 70's. Of the racing picture (above) where Gunnar Nilson is cornering, notice the trough just inside of where he is now, that was his first lap, the thing would literally dig a trench out of a tight corner. There is also a picture of his start, (see back pages) he almost ran over the guy on the CZ and had to lift off and turn the bike. This was a mass row start of about 80 riders 20 across and 4 rows deep, he got stuck in the back row and almost beat everybody to the first corner. As far as a finishing I don't think he did that well because they still had the Baja gearing on it. It was a highlight early in my Husqvarna years. - Dan

In this issue-  
Dan Calhoun HMC member photo collection  
1967 250 husky  
1969 baja invader close ups  
Tosh Konya articles 2004 and 1975  
66-68 Rear hub repairs  
1975 Curnutt shock rebuild

Tech Specs 1984 500WR and 1980 390 WR  
Bada Bing model 54 details -  
Bing model 1/36/103 on all 72's  
Craig's chart of all Bing Apps for Huskys  
Bing model 1/36/112 - Mag 250 first year  
Mega Monster LoCarb classifieds  
Suppliers for all your Husky needs - call them!

## Dan Calhoun Collection



**Dan Calhoun's first Husky, a 1967 250 with photo taken in September of 1969. Dan does not recall the serial number of this bike, but from the details it would appear to be one of the first 100 or so. Tank appears repainted, seat recovered, new tail fender, new shocks and skid plate fitted. The 19" front rim was common for early series 67's as well as chamber, rear sub frame, and such. An excellent picture!**

Editors note - I asked Dan Calhoun to write up a short e-mail on his history and below he does an excellent job!

**by Dan Calhoun**

**Rio Linda, CA -dcalhoun15@comcast.net**

Wow here goes, I bought my first 250 in 68 it was a used 67, 250 it had the 2 piece frame, 4 speed and it came with a 19" front wheel. I was an EC121 radar tech at McClellan AFB, in Sacramento. I raced that till I got out of the service in 70. Went home to Florida, the MX scene was just getting started and I had to return to CA. Went back to CA, got a job working as a MC mechanic for a local Jmodel shop, spent my Monday day off at the Husky shop in Loomis, CA. I in the mean time bought an MH and MI 400 -4speeds, then the 5 speed was to come out but they got delayed somehow, bought a RT1MX Yam, this bike had horsepower but it handled so bad I couldn't ride it. Sold it after the 5speed came in. Got a 400 5 speed, raced it all over NorCal. Then bought a Mikkola Replica in 76, then lastly a 390 which I believe was Husky finest bigbore motorcycle. It turns out my 250 was the very first Husky in Northern CA. Originally bought by a Bill Onga( a good friend, fellow Dirt Digger) who sad to say died of cancer 3 years ago. As I got older and the years of racing started to

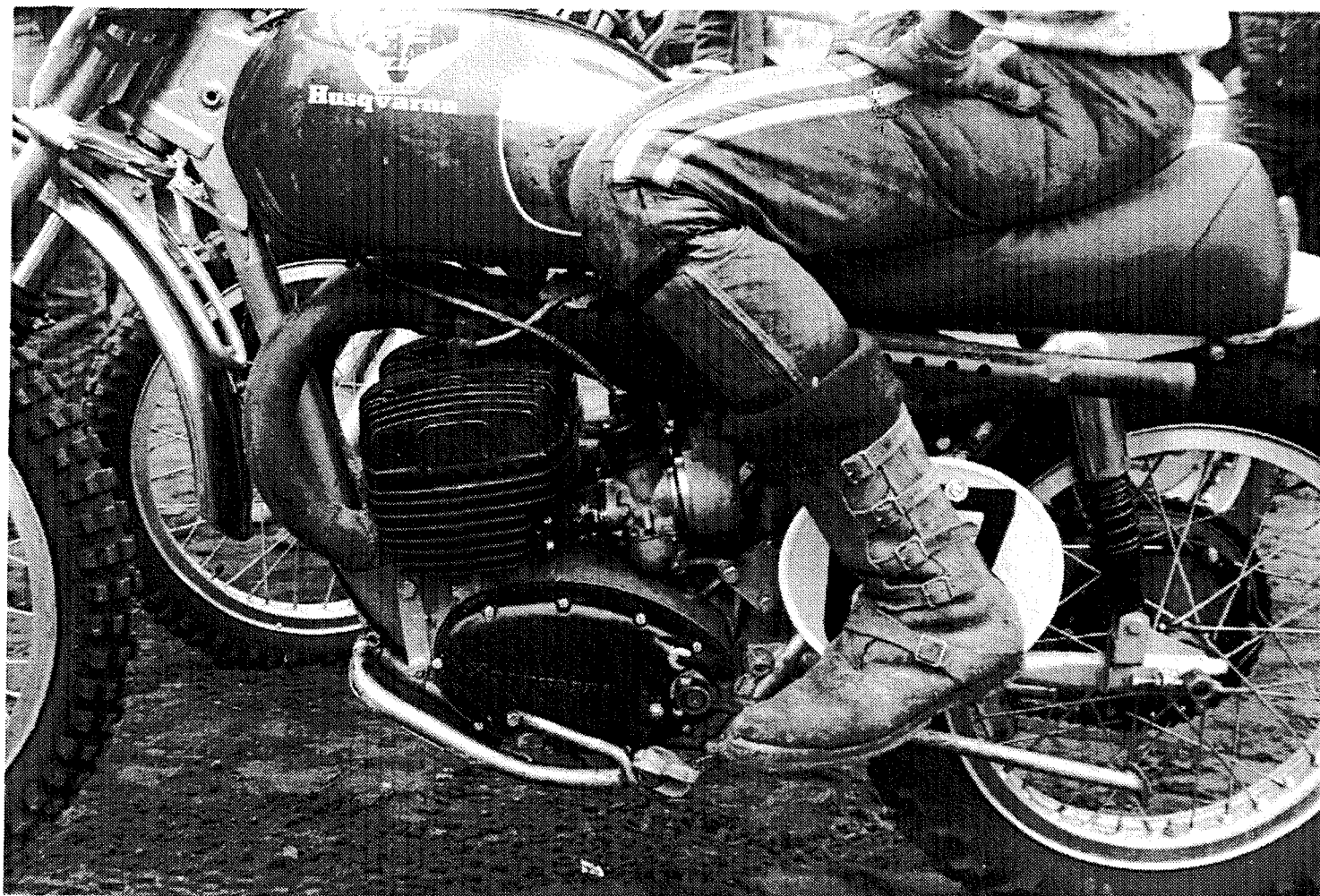
pile up, and buying a house, caused me to cut out racing altogether. I was approached at the Husky shop by the NorCal rep to be support for the District 36 Cross-Country Rider Charlie Marshall. As he was a good friend anyway, I agreed. The deal was he got a new Husky every 6 months, and all parts. I would get anything I needed for parts for my bike. I got to go to the 6 day trials in Gislaved, Sweden in 1978. This town was about 60 miles south of Husqvarna, When I got there I was drafted to be a support mechanic, my first job was 3 days before the start, one of the automatics needed the primary clutch springs changed. We got to go to the factory, and tour the assembly plant. talk about heaven...If you were in SLO do you remember the Grossi Brothers Bob and Billy? I figured Bob Grossi to be our first world champion. He could beat Brad Lackey anyday of the week. Bob rode for Moore Brothers Husqvarna in Santa Cruz. Bob and Billy both were from the old short suspension days and when the bikes became long travel a lot of knees got jammed and put riders on the sidelines. While I was in the service I started working at shop that was run by a guy named Carl Cranke, his claim to fame was Penton and the 6 days. We were a CZ, Maico, Bultaco dealership. Brad Lackey rode out of this shop when he was 16. My job was to keep his bikes in one piece while he beat them to death. More to tell later. Dan

# Dan Calhoun Collection

1969 BAJA Invader 500 Twin

by Dan Calhoun

Craig, Here they are! These pics were taken by me at the 1969 Hopetown Gran Prix. Race held at a movie lot near Chatsworth, CA. The race an annual thing was huge and it was put on by the Dirt Diggers South. It consisted of about a 7 mile course mass start 40-50 per heat. The Husky twin was ridden by Gunnar Nillson who had just came from winning Baja 2 weeks earlier. That bike threw the knobs off it's Trelleborg at something like 126 mph. The thing was really awesome. My friend Nils Arne Nillson told me of the twin cyl 720 they built in 76-77 from the Mikola replica bikes. They got it running and it scared everybody, the set it up with street tires and it would bust a wheelie a 100 mph. Nils was also in Sweden the year that the Magnesium casting facility caught on fire in Husqvarna. Something went wrong and a lot of equipment and building were destroyed. The main factory grounds were the old Swedish munitions plant the wall are 3 foot thick. The burning magnesium got so hot that it melted the steel beams in the ceiling of the plant. The fire started early in the AM during the winter, Nils's apartment evidently faced the plant because he was woken from sleep by this blinding bright light. All the Husqvarna-Jokoping Fire Department could do is try to contain it by cooling the surrounding buildings. They had no means to put a magnesium fire out. The engines, when I went to Husqvarna, were assembled at the main factory in Husqvarna and the frames were built in another facility several miles north. For one of the biggest husky nuts on the west coast I was truly in heaven. attached are the shots of the twin.





# REAR HUB REPAIR 66-68 MODELS

By Tosh Konya

On the 1966-67 motocross models, the steel brake drum/sprocket is bolted to the aluminum conical hub with six 8 mm bolts and is a direct carryover from the Silverpilen. This design was ok for the 175 cc Silverpilen street bike with 9 hp but under a motocross 250 or 360, it had definite shortcomings. It is likely that this same hub was also used for Sportsman models after 1967 since the "trickle down" of technology was glacier-like in reaching such models.

These 8 mm bolts must withstand the constant forces of acceleration and braking which are constantly trying to make the drum/sprocket rotate. If the bolts loosen, the drum moves back-and-forth which elongates the bolt holes inside the drum. Such a dastardly thing happened to my rear hub and it's difficult to say how long it'd been run that way but whomever safety wired the bolts did a poor job as there was enough slack in the braided wire to allow the bolts to turn nearly ¼ turn. Upon disassembling my hub I also found one of the bolts broken just below the head and only held in place by the safety wire.

I felt that redrilling the oval holes in the drum then pressing in bushings to bring it back to 8 mm was not a viable solution. The holes would have to be accurately indexed to be sure the bolts would line up with the threaded holes in the hub once the repair was done plus there was so little "meat" for a bushing to hold. The parts sat for a few weeks while I worked out several possible solutions in my mind and also on paper.

What I came up with was welding steel "torque tabs" to the back of the steel drum, which would interlock into the spaces between the threaded bosses in the aluminum hub. These threaded bosses are not machined on the outside – only cast – so essentially each may have a slightly different dimension. I cut the steel tabs (1/16" thickness, mild steel) to the approximate shape then started to whittle them to the exact size using careful work with fine bastard file and emery cloth. To work effectively as torque tabs, they needed to fit very tightly so each took about an hour to shape properly. Each one was marked, as was the hub, so they would be welded into the correct location.

Once all three tabs were finished, they were fitted into the aluminum hub, and then the steel drum/sprocket was tightly bolted into place. The aluminum hub would serve as the "welding fixture" because doing it any other way would have resulted in misalignment. From the small end of the hub (through the

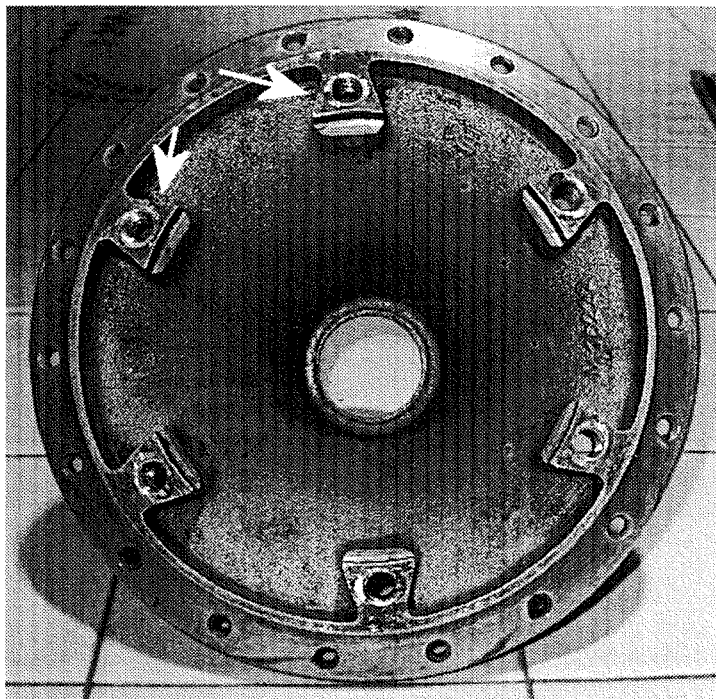
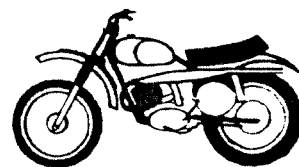
wheel bearing hole), I inserted a drift punch and tapped on each of the tabs to ensure it was flush with the back of the drum/sprocket to ensure contact for welding. This area is too tight to use any sort of welding clamp or even needle nose visegrips. At the recommendation of a friend, I made a small punch mark on the drum and adjacent punch mark on the hub as a guide to correct assembly position.

I welded the tabs to the drum using my 110v MIG 135 amp welder and thankfully the instant heat characteristic of this form of welding put very little heat into the aluminum hub. Distortion of the brake drum was also a concern but several weeks later I had my friend turn/true the drum's braking surface on his lathe and it ran true before he ever took the first cut.

The recommended punch marks did come in handy because the drum can only be fitted in the correct position so fits very tightly. The three "torque tabs" now take all acceleration and braking forces so the bolts only need to hold the drum/sprocket tightly to the conical hub. This fix appears original from the outside plus didn't require costly special machining.

Note: The bolt holes in my drum were not only elongated but had their edges chamfered by the constant movement so it seemed doubtful to me that normal bolts would hold since a flat and true surface around the bolt holes no longer existed. I'll detail what I used for bolts in a later article, plus show photos of an alternate fix.

"Tosh Konya" <ttk@erinet.com>



**Photo 1 - 1967 Hub needing a tighter fit with torque improvements. The hub is off of Tosh's 671409 360 Viking.**



# Curnutt Shock rebuild

Husqvarna OR models  
77-79

by Tosh Konya from 1975 magazine article Popular Cycling.

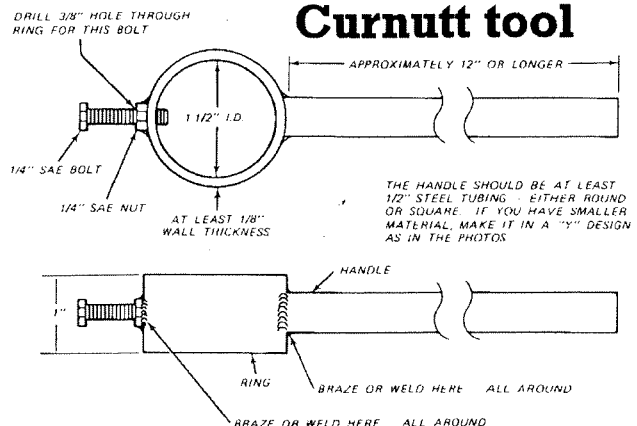
Looking up and down the line at any desert race you'll find that the majority of the bikes are equipped with strange looking grey and red shocks known as Curnutts. These shocks have rather unique dampening characteristics, but their durability is unexcelled, as a typical 80-mile course is no place for feeble shocks with little staying power. Each pair of shocks is custom-tailored for the bike and the weight of the rider by a special formula. All materials are made in America, a rarity these days, and are of very high quality. These shocks have been used on more bikes that carried the No. 1 Desert Expert plate (AMA Dist. 37) than all others combined. Since Southern California, which is Dist. 37, is the nation's hotbed of desert racing, this is quite a testimonial to the performance and quality of these dampeners.

Curnutt was actually the first one on the long-travel-rear bandwagon, as his 4.7-inch-travel shocks, fitted on bikes with normal frames and swingarms, will yield a bit over five inches of actual rear axle travel. He firmly believes that shocks mounted in the normal position are the best and is currently working on shocks with even more travel. There is much truth in this belief as when the axle travel and shock travel are kept close to a one-to-one ratio, the shocks will live a long and happy life. Many of the current LTR-mods are running at close to two-to-one, consequently the shocks don't last too long.

Although Curnutt does offer a rebuild service at a super reasonable price, the time may come when you need a shock rebuild and just can't wait for the pony express to deliver and return your precious dampeners. Yeah...like you're starting to prep your bike on Thursday night for the big race on Sunday and you grimly discover that one or both shock seals are leaking. Instant panic! Since these shocks are custom-tailored for each bike and rider, you can't merely borrow a pair from someone and have them work okay for you. If you do blow a seal, rebuild them straight away as you can damage the shock by riding with a leaky seal. Not only does the shock oil get pumped out, but on the downstroke it brings in dirt. Dirt wears out parts prematurely, so rebuild them before the next ride.

The parts required were purchased at an industrial bearing supply house (also a good place to get American bearings for your non-American scooter) and came to a whopping \$3.52. This is for two seals (Chicago Rawhide No. CR 4985), two large O-rings (1/8-by-1-1/8-by-1-3/8), and two small O-rings (3/32-by-1/2-by-11/16). You'll also need some automatic transmission fluid: just buy a quart at your local auto parts store for about a buck.

## Curnutt tool



(continued in back pages of this husky report)

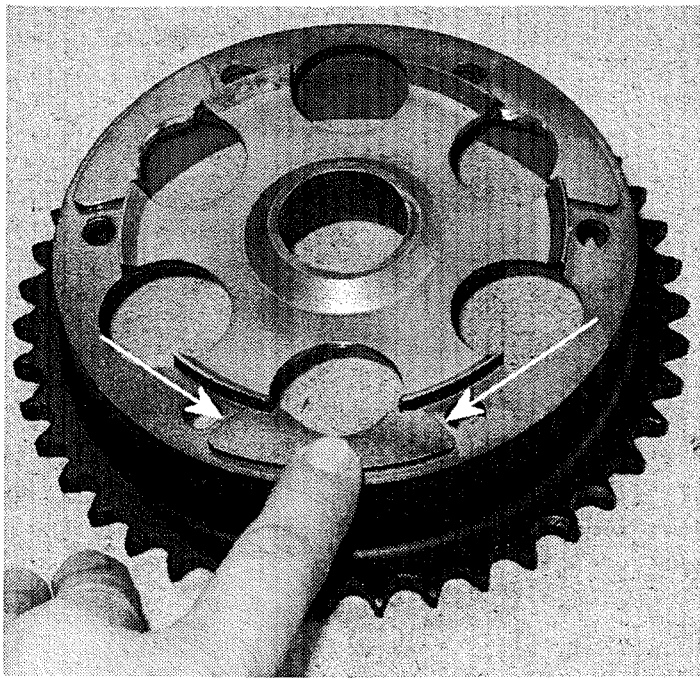
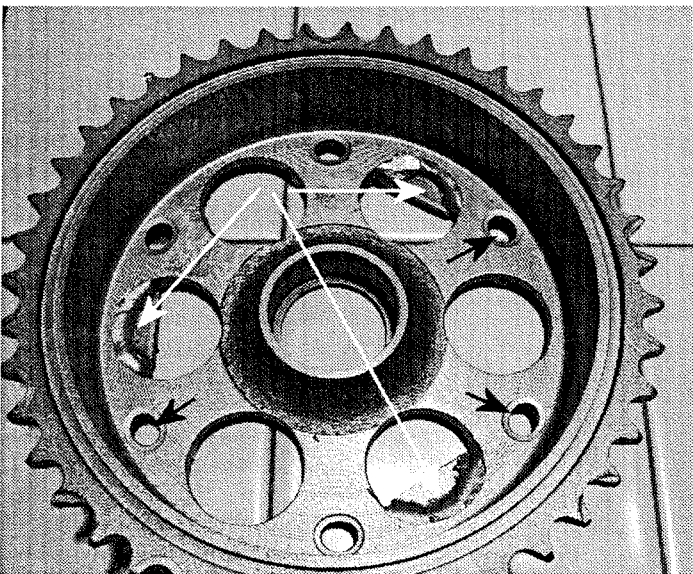
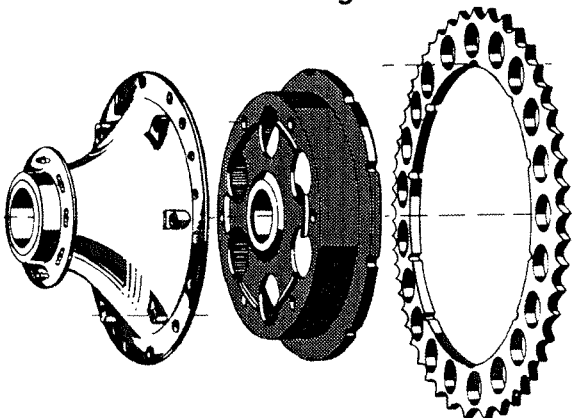


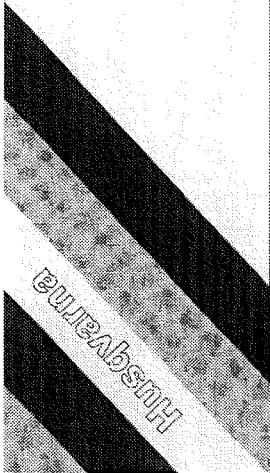
Photo 2 - backside of drum showing torque tabs. The three torque tabs already welded into place.



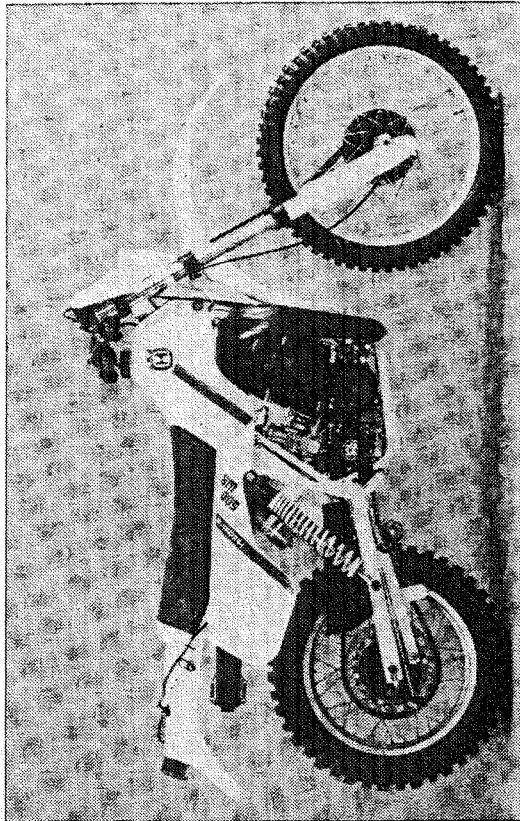
All welding takes place on one side. Excess material in tabs were later ground to match curvature of holes - see photo of backside of drum, but this is not really needed. Black arrows show elongated drum holes.



# 1 9 8 4 H u s q v a r n a 5 0 0 W R



## TECHNICAL DATA 500WR



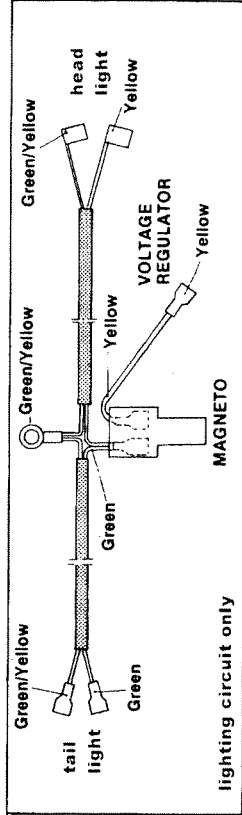
<b>Engine:</b>	Single cylinder, two-stroke	Total gear ratios (crankshaft): rear wheel:
Displacement:	480 cc	1st 17.4:1
Bore x stroke:	86.00 mm	4th 5.6:1
1st over:	90.50 mm	5th 5.8:1
2nd over:	87.00 mm	6th 4.9:1
3rd over:	—	
Stroke:	94.00 mm	Oil capacity in gearbox: Oil recommendation: 1.8 lit (0.42 US gal) Engine oil SAE 20
Compression ratio:	9.0:1	
<b>Transmission:</b>		
Primary transmission ratio:	1.78 (59.70)	
Secondary transmission ratio:	3.71 (14.52)	
Chain dimension:	5/8 x 114"	
<b>Fuel System:</b>		
Number of cogs, gearbox (MS-AS):	23:24	Gasoline 94 Oct
1st:	13:34	Oil-gas-mixture 4%
2nd:	16:29	Lubrication
3rd:	19:26	Tank capacity:
		12.5 lit (3.3 US gal)

**Carburettor:** Mikuni  
Venturi Ø: 40 mm  
Main jet: 360  
Needle jet: AA-5  
Idling jet: 35  
Needle position: 3 from top  
Air jet: 0.7  
Needle: 7 DH.3  
Airscrew opening: 1.5 turn from bottom position  
Throttle: 2.5

**Electrical System:** SEM  
Type: CDI Ø 116  
Ignition advance: 18°  
Ignition adv. on piston before TDC: 2.8 mm  
Ignition adv. on flywheel before TDC: 18.1 mm  
AC generator: 70 + 70 W  
Spark plug: Yellow cable Bosch W 4 C

**Electrical Equipment:**  
Head light: 12 V 45 W  
Tail light: 12 V 5 W  
**Front Fork:** Husqvarna  
Travel: 270 mm (10.6 in)  
Fork angle (caster): 131 mm (5.2 in)  
28.5°  
Air pressure per leg: max. 50 kPa (8 psi)  
Oil capacity per leg: 430 cc  
Oil recommendation: V.S.P. Husky Fork oil SAE 5 — SAE 20

**Torque Specifications:**  
Flywheel nut: 70 Nm (52 ft. lb)  
Cylinder head nut: 30 Nm (22 ft. lb)  
Cylinder head screws: 20 Nm (15 ft. lb)  
Engine mounting bolts: 40 Nm (29 ft. lb)  
Crankcase screws: 12 Nm (10 ft. lb)  
Swing arm mounting nuts: 60 Nm (44 ft. lb)  
Screws, reed valve housing/cylinder: 12 Nm (10 ft. lb)  
Spark plug: 40 Nm (29 ft. lb)



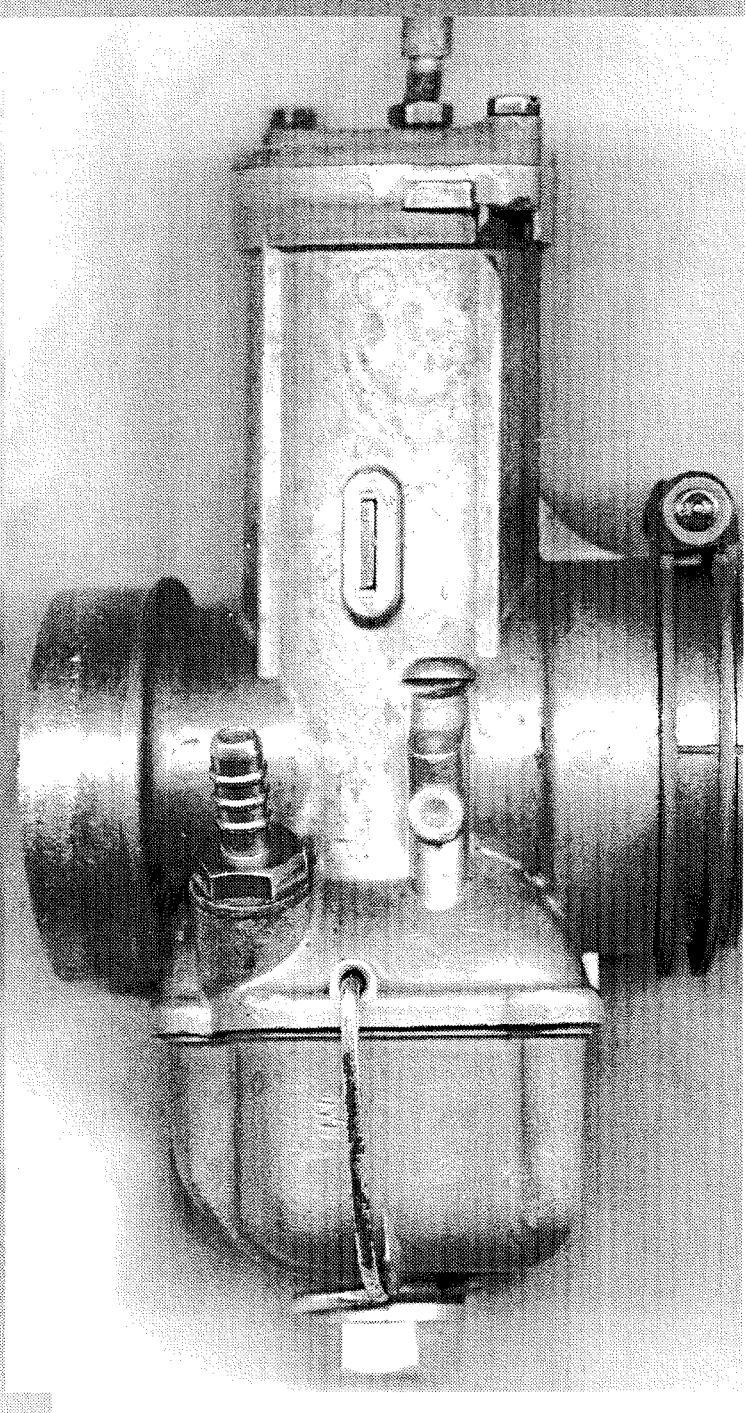
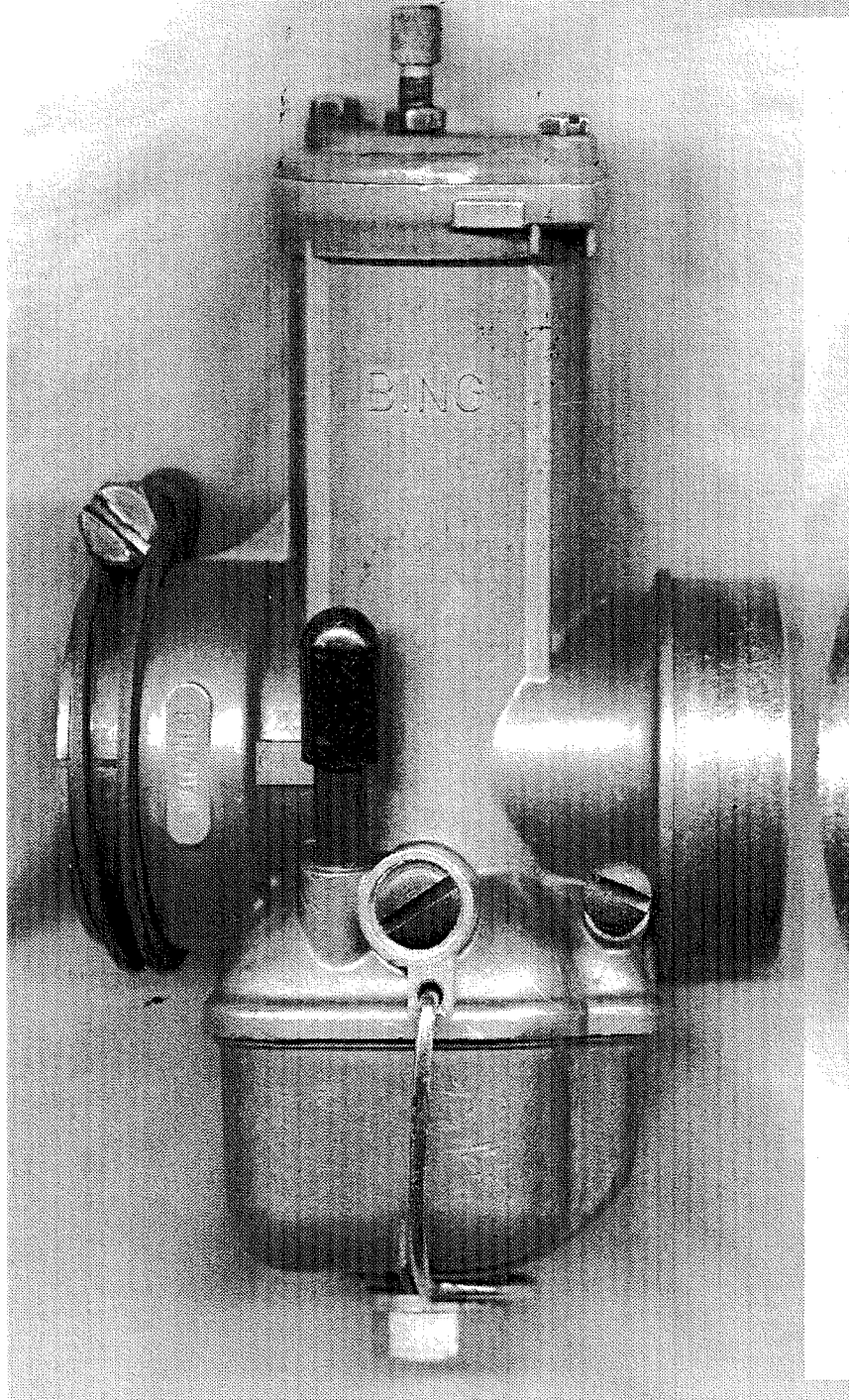
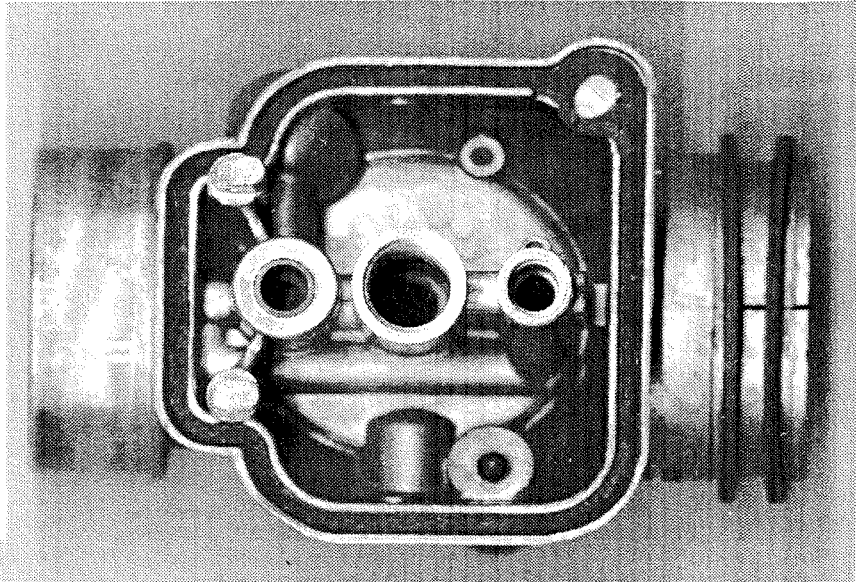
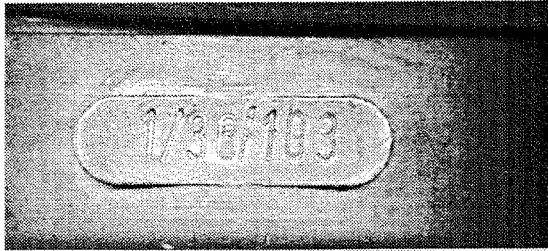
**Dimensions:**  
Length: 2190 mm (86.2 in)  
Height: 1250 mm (49.2 in)  
Height at seat: 960 mm (37.8 in)  
Wheelbase: 1480 mm (58.3 in)  
Ground clearance: 320 mm (12.6 in)  
Weight: 112 kg (246 lbs)

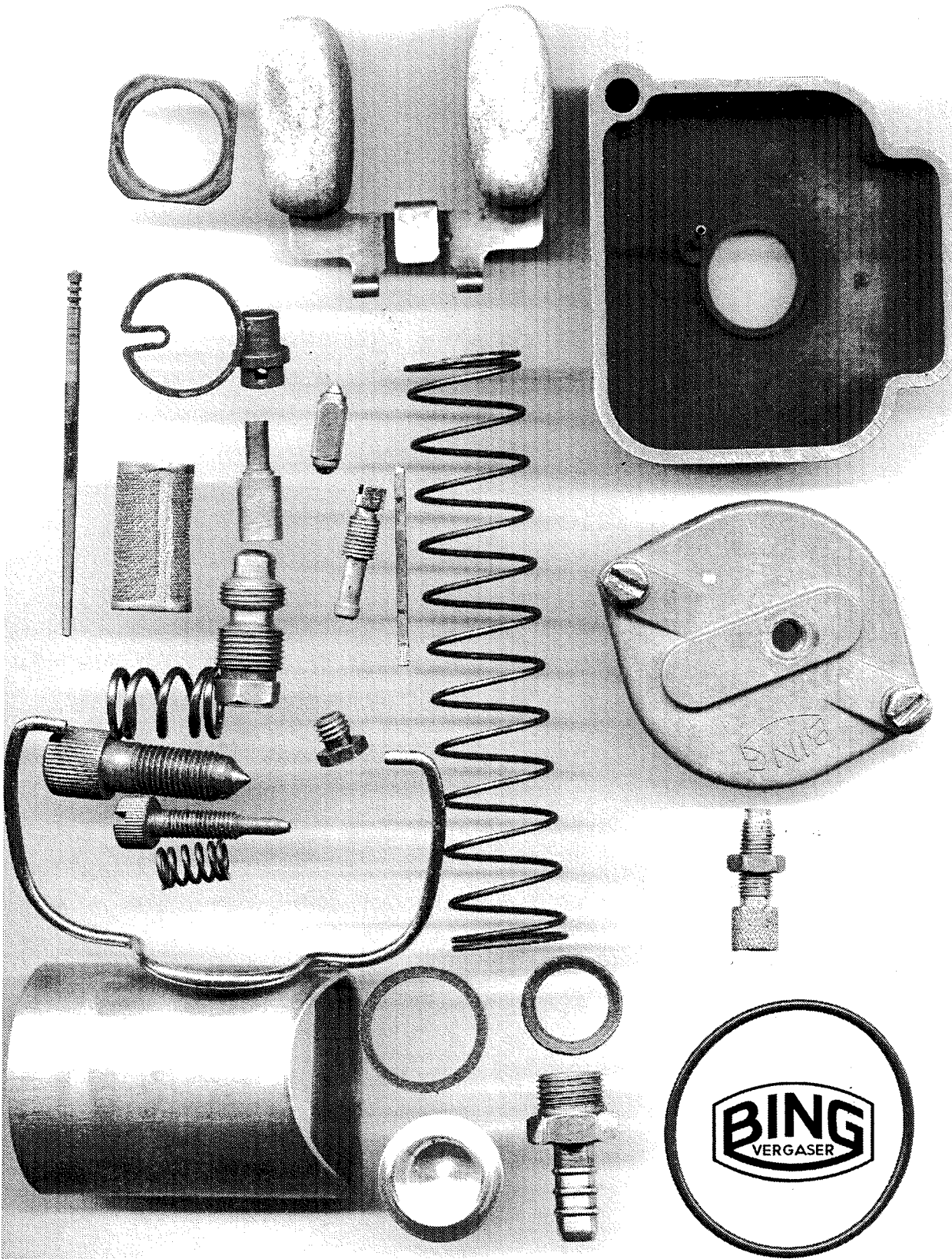
**Rear Suspension:** Husqvarna ITC  
Travel: 300 mm (11.8 in)  
**Wheels and Brakes:**  
Front: Rear:  
Tyres: Trelleborg 3.00 x 21" 5.00 x 18"  
Spoke Ø: 4/4.5 mm  
Brake drum Ø: 160 mm (6.3 in)

Husqvarna Motorcyklar AB, Box 103, S-599 00 Ödeshög, Sweden









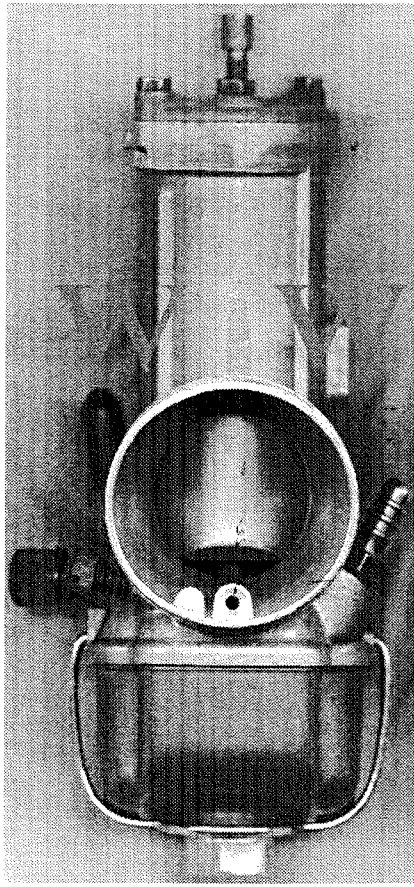
# 1972 250-450

The intent of this photo article is to get you familiar with the exact Bing 54 carb and details that make them up.

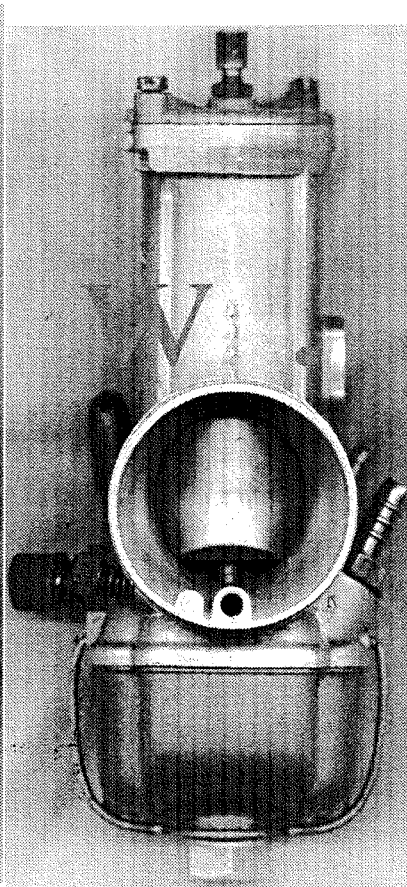
A Bing 1/36/103 was used on all 1972 models of 250 and larger. It was made up of an early body casting with no vent pipe, #1 slide, 281 needle, 2,85 jet, 180 main, 35 idle and so on. The inlet fitting screws in with a gasket, the bowl has a removable plug and it used an early atomizer. The float needle had a ball spring. The slide guide is in its earliest form with no attempt to pinch the steel guide into the slot.

This model still retained the small air jet hole at the inlet to the carb, it was carried over from the 1/36/101. The big, brass jet stock with the "waist area" was used in early Bings. This narrowed area performs no function. The body casting does not have 54, only the letters **BING**. The main clamp screw is usually positioned on top at 12 o'clock. Idle screw set at 1.5 turns out from bottomed. As far as my records show, this 103 was only used for Husqvarna. Other Bing models (102, 104, and the like) not on my list will have machine work to the body casting making them not suitable for your Husky.

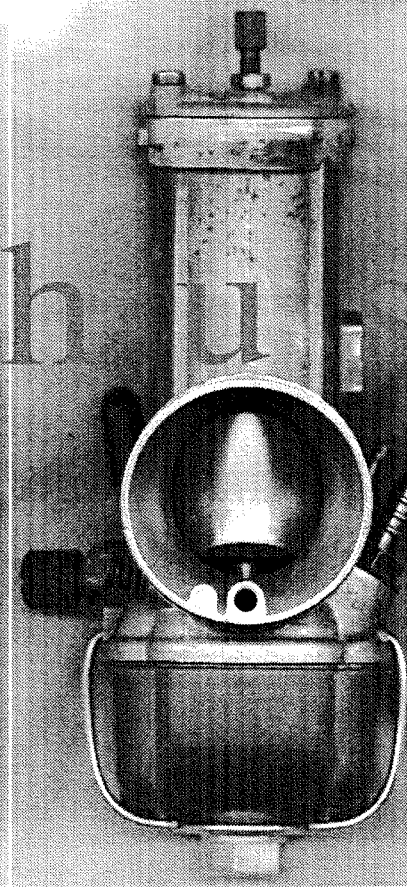




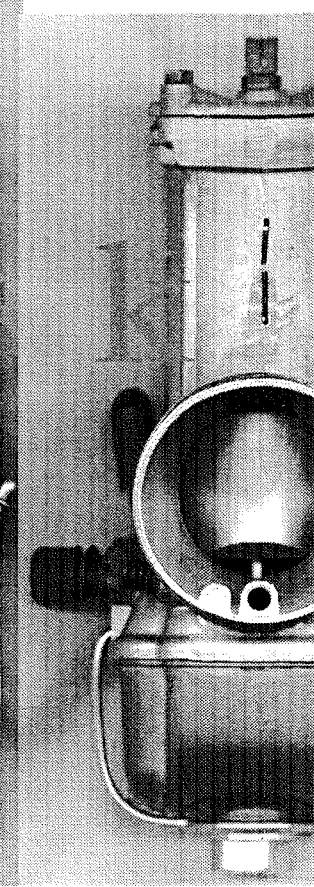
**1/36/103**



**1/36/106**



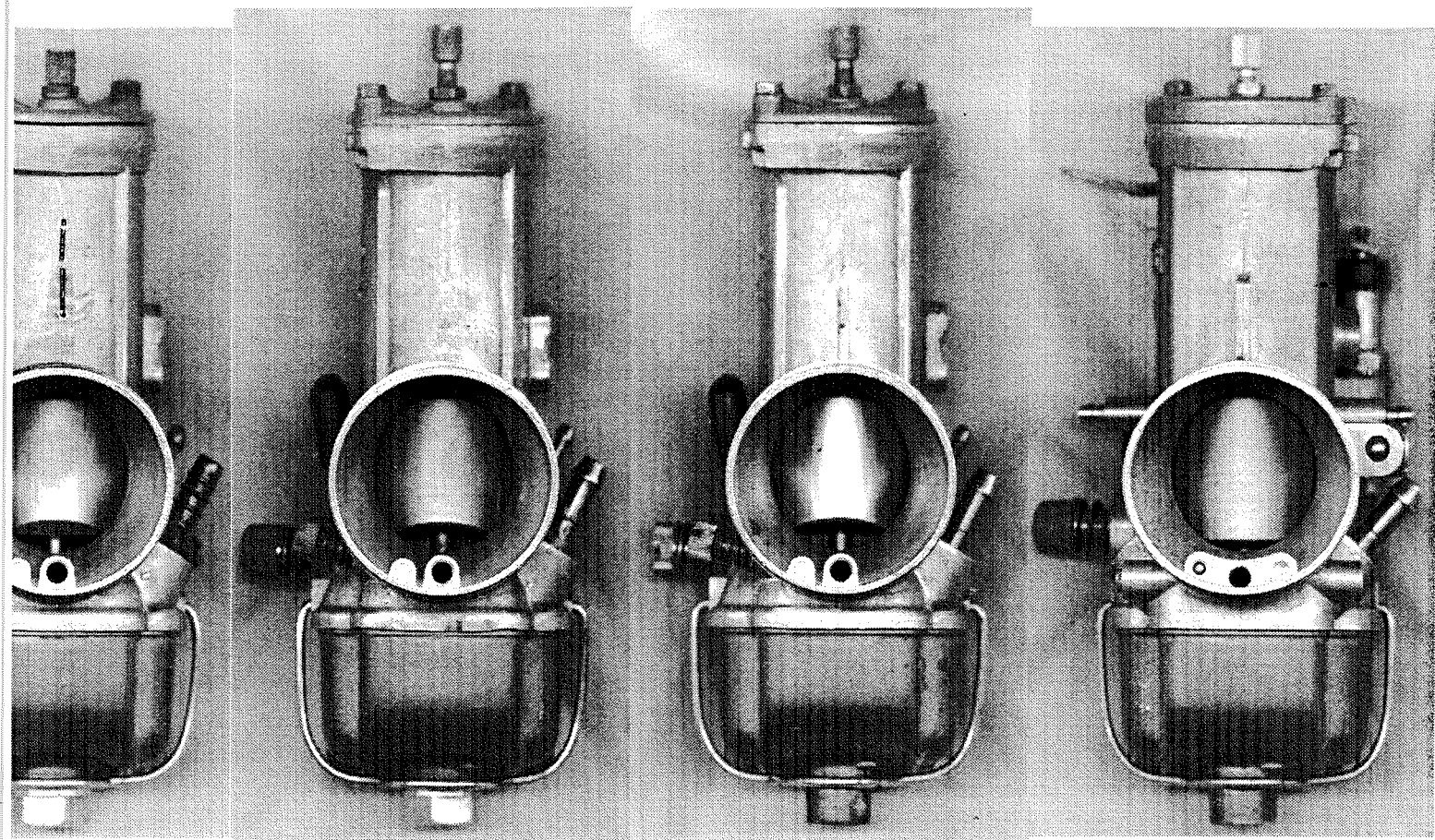
**1/36/108**



**1/36/112**

Husqvarna Part number	Application	Bing Number	Mount type	Choke style	Stock Main	Stock Idle	Stock Needle	Stock Jet	Stock slide	Stock atomizer
16 13 964-01	1970 250/360/400 - after March '70 1970 360C Sportsman - after March '70 1971 250/360/400 1971 360C enduro Sportsman	<b>1/36/101</b>	external clamp	tickle flood	180	35	281	2,85	0 unmarked	590
16 13 133-01	1972 250CR, 250WR, 400CR, 1972 450CR, 450WR	<b>1/36/103</b>	external clamp	tickle flood	180	35	281	2,85	1	590
16 13 212-01	1973 250CR, 250WR, 400CR 1974 250WR, 400WR, 400CR 1975 400WR	<b>1/36/106</b>	external clamp	tickle flood	170	45	281	2,85	1	595
16 13 218-01	1973 450CR/WR 1974 450CR/WR	<b>1/36/108</b>	external clamp	tickle flood	170	35	281	2,85	1	595
16 13 259-01	1974 250CR Mag 1975 250WR	<b>1/36/112</b>	external clamp	tickle flood	195	35	281	2,85	1	595
16 13 336-01	1975 250CR, 360CR 1976 250WR	<b>1/36/114</b>	external clamp	tickle flood	195	45	401	3,18	53	595
16 13 415-01 16 13 419-01	1976 250CR 1976 360CR	<b>1/36/116</b> <b>1/36/116A</b>	external clamp	tickle flood	195	45	401	3,16	53	595
16 13 445-01	1976 360Auto - with lever choke 1977 360Auto - with lever choke	<b>54/36/116</b>	rubber hose	tickle and lever	200	55	402	3,16	210	595





112

1/36/114

1/36/116 A

54/36/116

Stock atomizer	Stock float needle	Best float needle	Stock float	Best float	Notes
590	916	953	300	300c	Works pretty well in stock form, works better with correct jets and newer float needle and float.
590	916	953	300	300c	same as above
595	916	953	300	300c	single, up pointing vent tube was added, correct jets needed.
595	916	953	300	300c	
595	953	953	300	300c	
595	953	953	300	300c	
595	953 968	953 968	300	300c	
595	968	968	300c	300c	Series 54-2 Bing dual vent tubes

**Craig's  
Bing 54  
Vergaser  
Table  
Husqvarna**

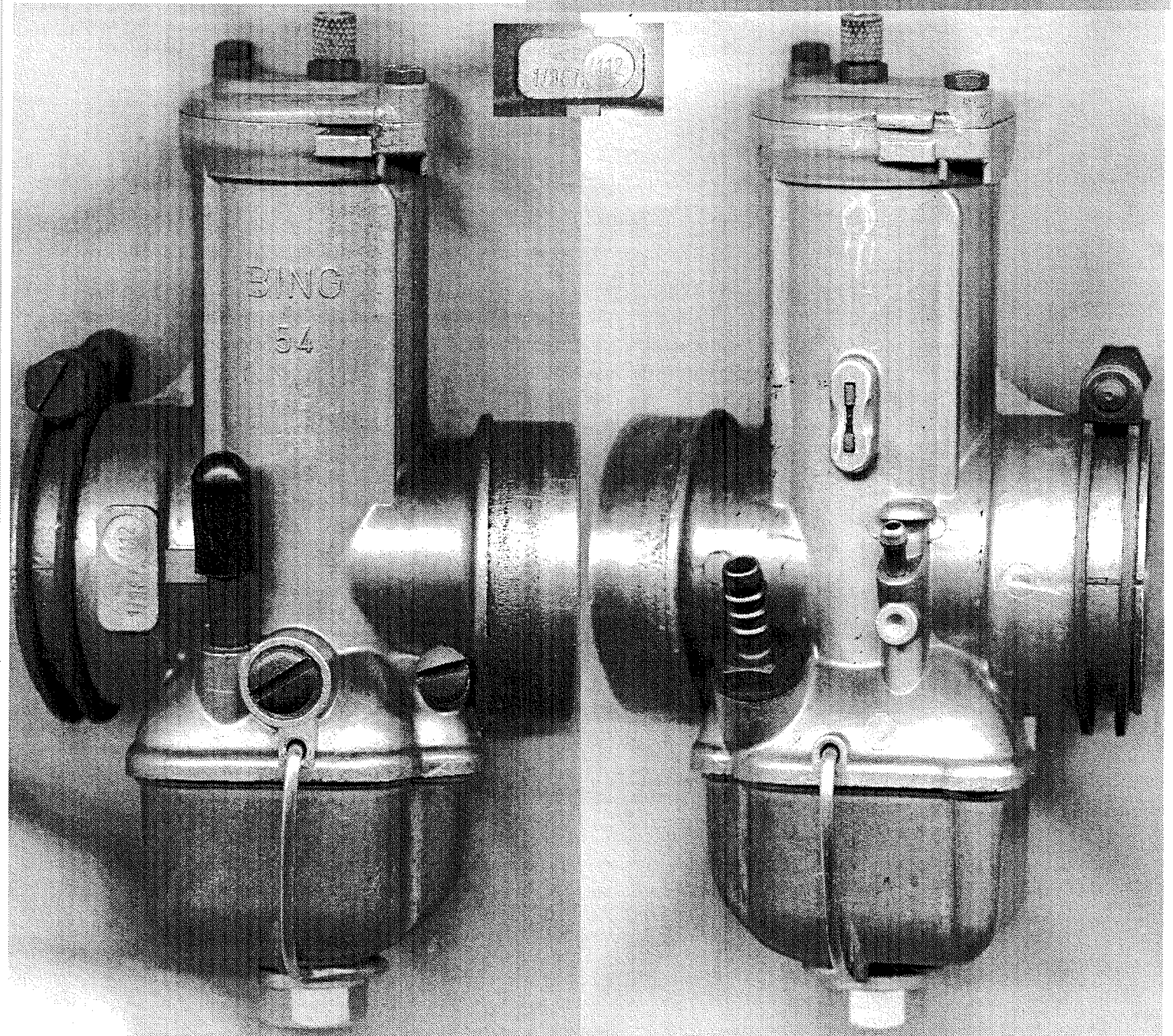
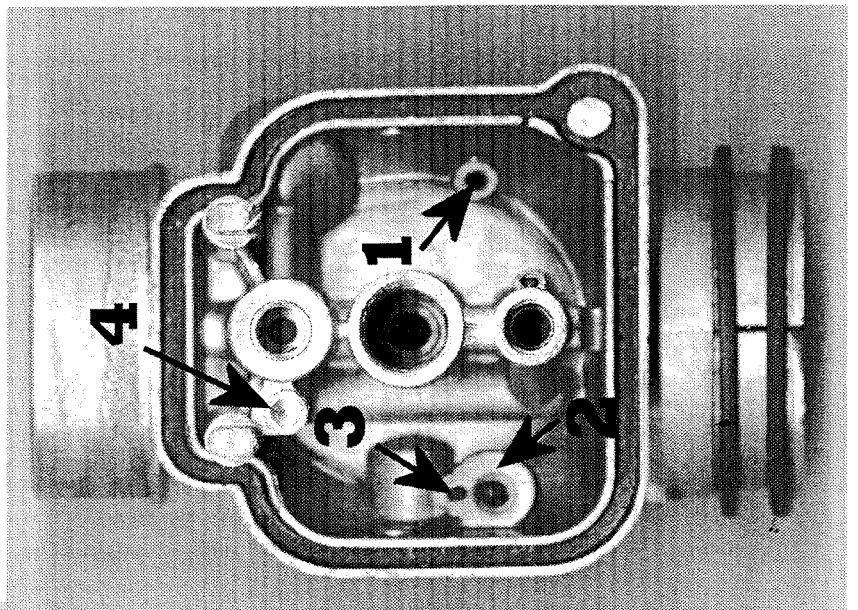






# 1974 250 CR Mag 250 Bing 1/36/112

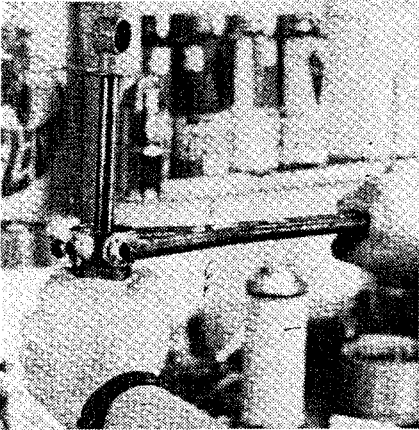
- #1 vent pipe fitted and drilled thru.
- #2 tickler revised with steel washer added.
- #3 vent hole added at tickler to prevent flooding.
- #4 cast material added for other applications.



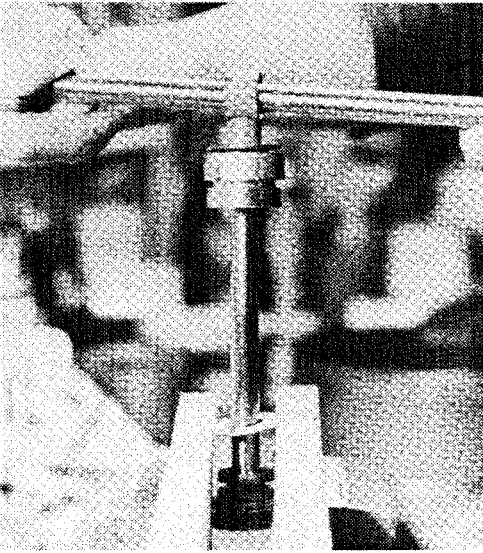




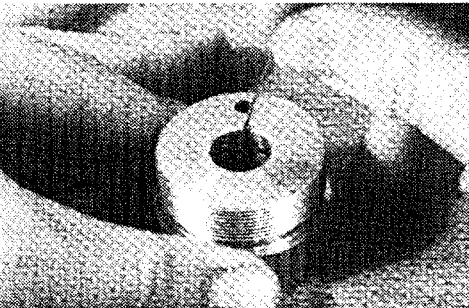
These are the required parts. All are readily available except the strap wrench, which you will have to make or borrow.



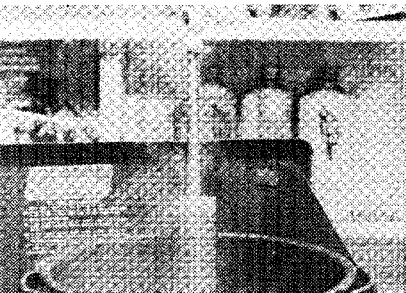
With the homemade wrench in place and the bolt screwed in, unscrew the top cap by turning counterclockwise.



Clamp the piston in a vise using two blocks of wood to prevent damage.



Remove the top cap and flip it upside down. Use a safety pin to remove the small O-ring



Pour in the ATF until it is approximately one inch from the top, then set the assembled shock in boiling water for 10 minutes

# Curnutt shocks

(continued from forward pages)

Once the shocks are off the bike, remove the bushings at both ends as this will make it easier to hold the dampeners in a vise. You'll need some sort of strap wrench to remove the top. I made one in about an hour from scraps I found around the garage. After the top cap is unscrewed, pullout the parts very slowly; otherwise you'll spray oil all over yourself and the garage. The bottom piston is screwed onto the shaft and quite often this part is a bear to remove. If so, just set the shock shaft and all the attached parts into some boiling water. The piston is aluminum and the shaft is steel; when heated, the aluminum will expand more than the steel so it should break loose. After heating in boiling water, you can clamp the piston in a vise using two small blocks of wood, so you won't damage the piston. Stick a large bar into the top shock eye and turn counterclockwise. Sometimes the top eye rather than the piston will unscrew itself. It doesn't matter as you can replace the seals from either end. If you find that any of the dampening parts are damaged, you should either send away for the parts or return both shocks to Curnutt.

After either the top eye or piston is broken loose, you should remove all the parts, then clamp the bare shock body in the vise. Now screw the top cap into the body all the way by hand. Use a screwdriver to pop out the old seal. Now unscrew the top cap and flip it upside down. Way at the bottom of the cap you'll see the small O-ring. Use a safety pin to remove this O-ring. Now remove the large O-ring from the piston.

With everything disassembled, you should thoroughly wash all the parts and begin to assemble in reverse order. You can install the new seal by using a 19mm socket and tapping it gently into place with a small hammer. Apply a little Permatex to the outside of the seal to insure an oil-tight bond. After you install both O-rings, you should pour a little automatic transmission fluid on these and also the shaft seal to ease assembly and prevent damage. Use the blocks of wood and the vise to tighten down the piston or top eye, whichever you broke loose. Now place the clean shock body in the vise and pour the transmission fluid in until it's about one inch from the top. Next you can slip all the assembled dampener parts into the body; be careful as you don't want to damage the large O-ring. Oil will ooze out as you screw the top cap in place. Use the strap wrench to secure the cap firmly. Now duplicate this operation on the other shock.

Next you'll need a big coffee can or a deep pan. Fill it with water, bring it to boil, then drop in the shocks. I used the camping stove in the garage as I didn't want to stink up the kitchen. Leave the shocks in this boiling water for at least 10 minutes. The shock should be in the fully extended position when you drop them in the boiling water. After the proper time has elapsed, remove the shock and clamp it in the vise. Loosen the top cap 1/4-turn, then depress the shock all the way. This will bleed all the excess fluid and air from the shock. With the shock fully compressed, tighten down the top cap for the last time. The cap should be cinched down to at least 45 ft.-lbs. of torque. Clamp your torque wrench in the vise and see how much effort is required for 45 ft.-lbs., then duplicate this pressure with the strap wrench on the shock. Duplicate this operation on the other shock.

Your shock is now renewed and should feel much better. If you race regularly, it would be wise to rebuild the shocks every four to six months even though the seals aren't leaking. The oil breaks down after this period and wear is rapidly accelerated. If you do the rebuild trip every four months or so-, you'll get excellent life out of the shocks for only a few dollars a year. In these days of \$100 shocks that last only a short while, this has got to be a bargain. (remember this is 1975)

# MegaClassifieds #34

wanted - **1974 husqvarna cr 125**-#2035 core motor. also wiseco piston part# 427P8. thanks dave. home phone # 541-998-6385 cel phone #541-619-4981 e-mail gillettehidi@aol.com

WANTED - **84 plastic stock CR** tank, any 83 - 84 white 2 - stroke plastic CR or XC, 83 to 86 WR rectangular headlight or just shell, any 83 - 84 airbox. Please contact Mark at 615-599-7903, or mshoss38@comcast.net

**74 CR400** in excelent condition, plus extra wheels, gears, gaskets, pipes and misc other stuff. I live in bozeman montana, contact me if your interested. thank you steve , Srappster1@aol.com

Wanted: **Parts for 72-73 Husqvarna 450 WR**. Seat or seat pan, original handlebars, fender sets, front and back; kickstarter lever and gear shift lever. Jack at jaxpc@verizon.net

Wanted: 1984 or **85 or 86 Husky 510** 4-stroke model. Call Tim at 909-590-0383 or email Tim@timcotrucking.com

**78 390 OR with CR** tank with no dents,Ti flat slide carb, runs good. \$800 316-258-6889 Rick Lyda Dept. 3950 Tooling Machine Shop, 316-526-6323, With a firm grip and a full throttle. ricky.l.lyda@boeing.com

**1993 husky 360wr** runs good, in overall good shape , new (ceet) seat cover lots of power and torque located in the bay area,cal \$1,000 or best offer-707-484-8459-Dave, meho@comcast.net

I have an old frame im my garage, and as far as I can tell from the numbers it is a 1973. but I dont know the model. It also has the swingarm attached, and the bar that goes under the swingarm.... brake bar maybe? I dont know much about bikes. It seems to be in great shape, no dents bends or cracked welds as far as I can tell. it does have some light surface rust but nothing major. would you or anyone be intersted in buying or trading this from me? let me know. thanks Brian Pitman, pitmanbj@yahoo.com

FOR SALE: **1979 KAWASAKI 175 KDX MONOSHOCK**. This was an experimental bike that was developed by Jack Penton and crew for KAW. Paint marking on frame suggests possible ISDT use. Priced to sell. \$575. 440 988 7160 or cbusic@bright.net

WANTED: **Husqvarna 360 automatic** 1976 model. and also a 4SPEED PARTS BIKE or a 4SPEED ENGINE (250, 360 or 400). I will consider all offers! My shipping adress is Murrieta, California. You can reach me at: rik\_ballet@hotmail.com

**1975 250cr** Mikkola replica 1st year addition serial no. # ML 02826 Has been basement kept since 1978, I am the original owner, the bike is in very good condition for its age, the only thing is fenders are not in the best of shape, some wear marks on paint from use, but no dents or tears in seat from use. has original GP winning sticker on the air box. Asking price \$2300.00 or best offer / Chicago area location for more info e-mail DFK365@Yahoo.com

**400WR basketcase**, mid 70's roller plus 1-front,2-rear wheels,2-400 motors.,2-pipes, sprockets, most small parts spares, \$400, Have pics if interested, N. GA. FATBOY96ci@aol.com or call me, Doug 706-866-3606

**1979 250 CR** for sale. New parts/work: 70mm bore, new crank bearings and rod kit, new front fork tubes and seals, new Works shocks for 165lb. rider, new seat cover, new DID gold chain and sprockets, new petcock, new intake manifold, new air cleaner, new rear IRC tire, new Motion Pro throttle, new Boysen reeds, new rear wheel bearings. I invested over \$1,900. I am looking for \$1,500+.Guy Diehl-Barto, PA contact by phone: 610-845-0357; or email: guynmichel@netzero.net

Parting out **1985 cr 500 Husky** e-mail Dan Dall, Kxdand@aol.com

have a frame and swingarm ser # **COO7001** not sure what it's is but will trade for any parts and info for a 84,85?? XC 500-frame # **WO11428** ,, traded frame needs blasting (50% rusted) and repaint but has all bosses and tabs intact, no bent tubes. swingarm had kickstand bracket rewelded. (not by me) also have a some motor spares,,head, cylinder, bottom end, and some misc stuff. Joel email alpduetz2@aol.com Phone# 610-966-0645

**1987 510 Husky 4** Stroke Enduro that got a hole in the water jacket and got water in the oil. I took it apart and found the hole but was told a new cylinder was \$800. I tried to seal the hole with J-B Weld but I broke the bolt on the cam chain adjuster and never got any further. The motor is together mostly and I have most of the parts to put it back together. Parts or the whole thing call me @909 620-9162, pomona , calif, "Albert McCracken" <res049nw@verizon.net>

**1988 430 Automatic**. Excellent condition. Needs nothing. All original parts plus extras and spares. Motor # 21820227 Frame # 2HUAE430455028091. No time to ride. Asking \$1000 make offer. John @ 210 684-2922 or email JBMX491@webtv.net

For sale . **1986 Husky TE 510-** lots of extra parts \$1300, 1972 Husky CR250 all original \$450, 1974 Husky 250 doesn't have original tank \$350, 1975 Honda TL250 runs but smokes \$350. 360-581-1043, msundstrom@olynet.com Washington, USA

I have a **1979 Husky 390 OR** that is partially ""restored"". I was getting it back in shape to ride again after being stored indoors for several years, but I'm thinking that it might have a better home as a restoration project for someone. The motor is running strong, on a first-over bore job done as regular maintenance in '85 — '86 ish. Until about '85 we ran regular District 36 and 37 desert races here around the Las Vegas area. After that it was just a play bike until 1990. From '90 till now stored indoors. Good Boyeson Reeds. Vintage Iron supplied the correct reproduction front and rear fenders, seat cover, kill button (Magura), and Terry cables (throttle, brake, & clutch). New Cheng Shin 3.50 x 21 front 5.30 x 17 rear with new tubes. New UniFilter. It's wearing a Clarke 3.7 gal. tank right now, but I still have the original black stocker (peeling paint around ""knee area"" and small dent unfortunately, but no internal rust, with working original petcock). New RK ""X"" Ring 520 chain (just didn't trust the old Diamond any-more, couldn't risk a broken center case). Frame in original silver with the normal ""riding rust"" where boots and legs rub. Original ""Curnutt"" shocks, tight and dry (rebuilt about ""83 — '84). Original bars (even I don't believe they lasted this long and are still straight). have the original owners manual with insert, and all (I think) of the original tools that came with the bike (plug holder, flywheel holder, flywheel puller, timing pin, etc. but I've lost the pouch). Also 13 and 15 tooth sprockets bike came with. can shoot digital pics and email them along with the frame/eng numbers. I am the original owner."Terry D. Erwin" <terry\_erwin@ccsn.edu>, Ph(702) 651-5714 Fax(702) 651-5818

**1973 Husqvarna 360C** enduro offered for sale by original owner in excellent unrestored original condition. The bike has 900 road and trail miles on it and all the cool add ons of the day: petty plastic fenders, mikuni carb, compression release, flipup shifter lever, leather case guard, spark arrestor, etc. All the OEM parts that were replaced go with the bike as well. Also included are tools, manuals, oil, leather mx pants, many parts, Belstaff riding jacket, full bore boots, gloves...all in excellent condition. Frame SI2429, eng 612429. You will never find another one in this condition!! This bike was at the 48<sup>th</sup> ISDT, first time in usa 1973 in Pittsfield Mass. \$3495 takes whole package. Contact Tom Goebel, 718-347-0994 or TomFord460@aol.com Located NY

**1982 AXC 420** Automatic for sale. This rare bike is in good condition as I have I raced it in some of the Missouri Vintage VMX races in 2003. I hate to part with it but I have found I have difficulty racing an automatic on a vintage motocross track due to my experience level. This is a very clean bike and it has a white tank off an 1983. am asking \$1,700 US for the bike. I also have a New In Box PVL 70051 ignition for the above bike. I purchased it about a year ago as a backup for the Motoplat CDI with Internal rotor. I'm asking \$400 for this. Prices above do not include shipping. Doug Williams sb\_doug@hotmail.com phone 913-638-6278 kansas

**FOR SALE:** Used 4" travel vintage Ohlins piggy back shocks \$200. Hardly used 12" travel S&W shocks off of a 510TX, \$150. Used Husky wheels front and rears, 17", 18" and 21", mid 70's to mid 80's, \$25ea. Brand New Aluminum triple tree bought for 75 Husky 400, never used \$200-save over \$150+tax off new one seen in this magazine. 2 Dunlop 606 front tires, still in shipping plastic wrap \$70 together. Spare 1974 400WR engine \$500. 2.2 gal. Husky aluminum tank, needs paint, \$25. **1975 Husky 400WR**, rebuilt engine by Ron Bishop in 7/02 with 140 watt stator, 3 gallo maroon tank, black forks, WP shocks, not ridden since rebuild, \$1500 OBO. green sticker for Ca. **1984/86 Husky 510TX**, blue tank, spare plastic tank, George Earl engine and pipe, 140 watt stator, stored for 1 year. This is an 86 engine in an 84 CR500 frame, good rubber, ca. green sticker, \$2500 OBO. Seller motivated to sell both of these. Long term broken wrist (09/03). Ask for Steve at 619-425-1135, San Diego, Ca.. Can ship bikes by Forward Air for an additional cost in USA only.

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. Acerbis disc guard and sliders. Wheel and disc are both straight, all bearings are good. Triples complete. Brakes complete. Axle with spacer. This is some nice equipment \$525. **Husqvarna** front wheel 1986 - 21" straight gold, no disc (have mounting hardware) - \$75 or b/o. **Husqvarna** counter sprocket cover off 430 XC 1982 (?). Mint - \$25. Can email or fax pictures. Prices are negotiable and do not include shipping (daily UPS from Minneapolis, Minnesota). Contact Mike at michaeltekmfg@qwest.net.

Hi, recently purchased a storage locker full of Husky and Maico bikes, parts such as new in the box piston/ring and pin kits various sizes, 2) 1967 250cc motors with the rocket emblem side covers, several other motors, 125cc - 360cc and who knows what else/, have cranks, carbs, bing and mik, tanks wheels forks, coils, stators, flywheels, found a Speedo, headlight, exhaust from what I believed to be a commando, there is one bike assembled, the rest are in some form of disassembly but I'm sure everything is there to finish building several bikes... So I saw your club site thought you might know of some one interested in all the husky stuff... If

so, please let them know to contact me. Frank. 408-988-0476

**1978 Husky 250**, engine 2066-0907 with chassis ML30138, tank repainted no dents, new seat cover, runs good, located in Philly, PA area, phone Mike Norton 215-781-6715 or email mnorto80605@earthlink.net, \$800 obo

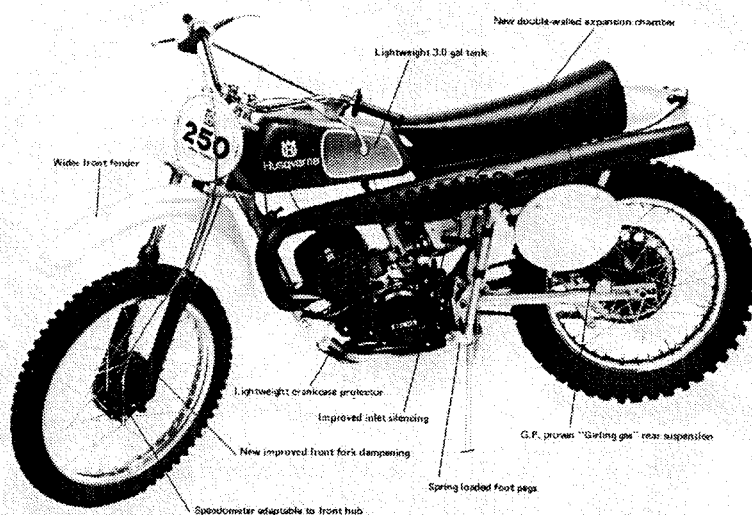
Wanted; The washer /with pins that drives the **VDO speedo** gear on a 76 360 WR /with lelu hub. e-mail- el\_leew@cox.net or phone 918-423-7665

For Sale: **1984 Husqvarna 250 xc**. Original. This bike needs a magneto. Asking 550 obo. Email weichiel@hotmail.com located in Weatherly PA near Hazleton. phone number (570)427-5043.

For sale **84 125 Husky** runs great located in Knoxville, TN 423-920-0497 WO15948, 0891-5387, \$1000, white plastic tank, side panels, runs good, blue seat, also 423-744-7498

Wanted - original Girling shocks and dual springs from a **1978 Husky 250/390CR** and also **78 250/390WR**. Need unrestored originals. Call Craig at 304-267-6471

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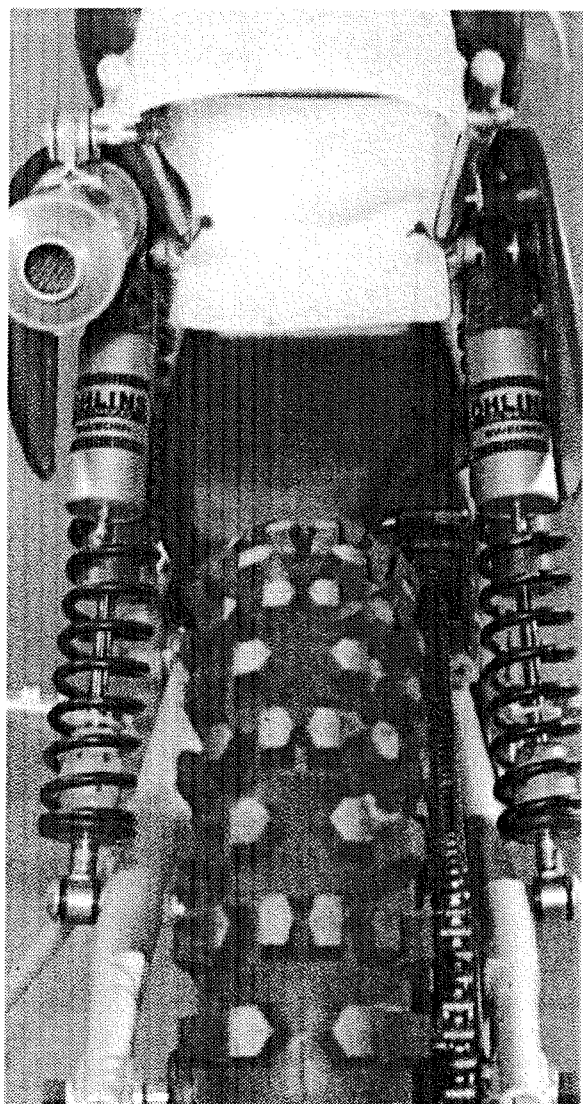
Evolution — it created our new cross-country 250. Trails are getting more rugged. Speed continues to climb. A tougher, faster machine was needed. So we took our G.P. 250 motocrosser that Kent Howerton rode to the Trans-AMA Championship, fitted it with a six speed wide ratio gearbox, de-

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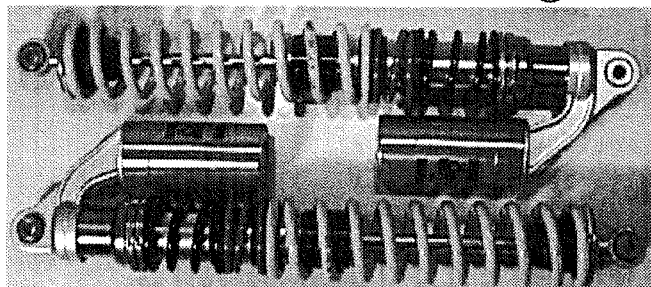
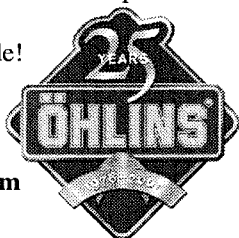
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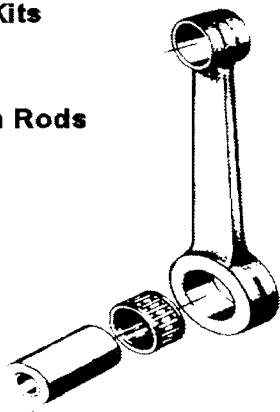
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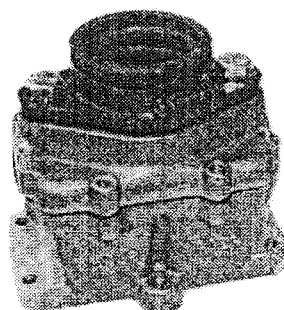


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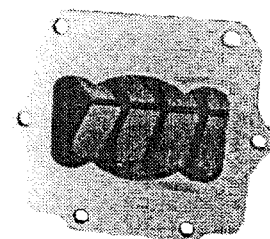


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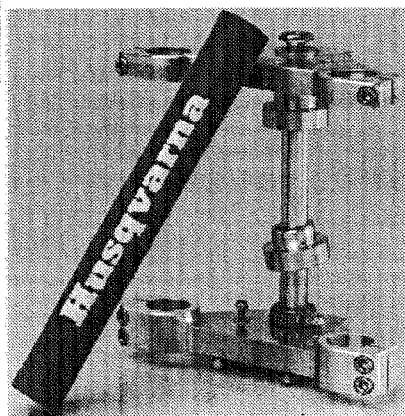
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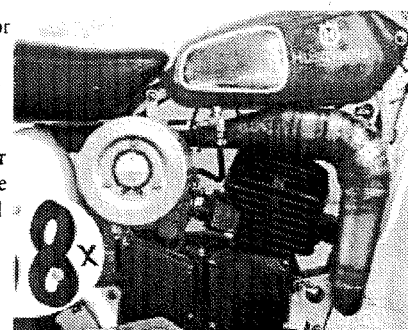
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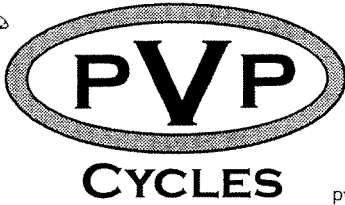
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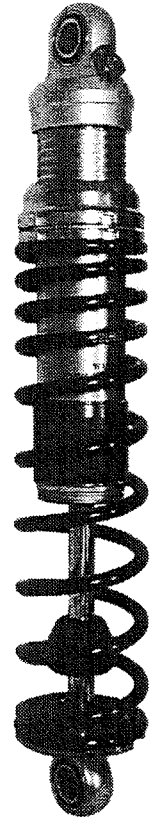
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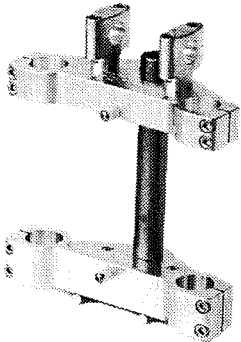
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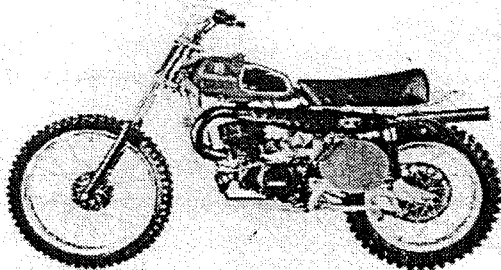
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