

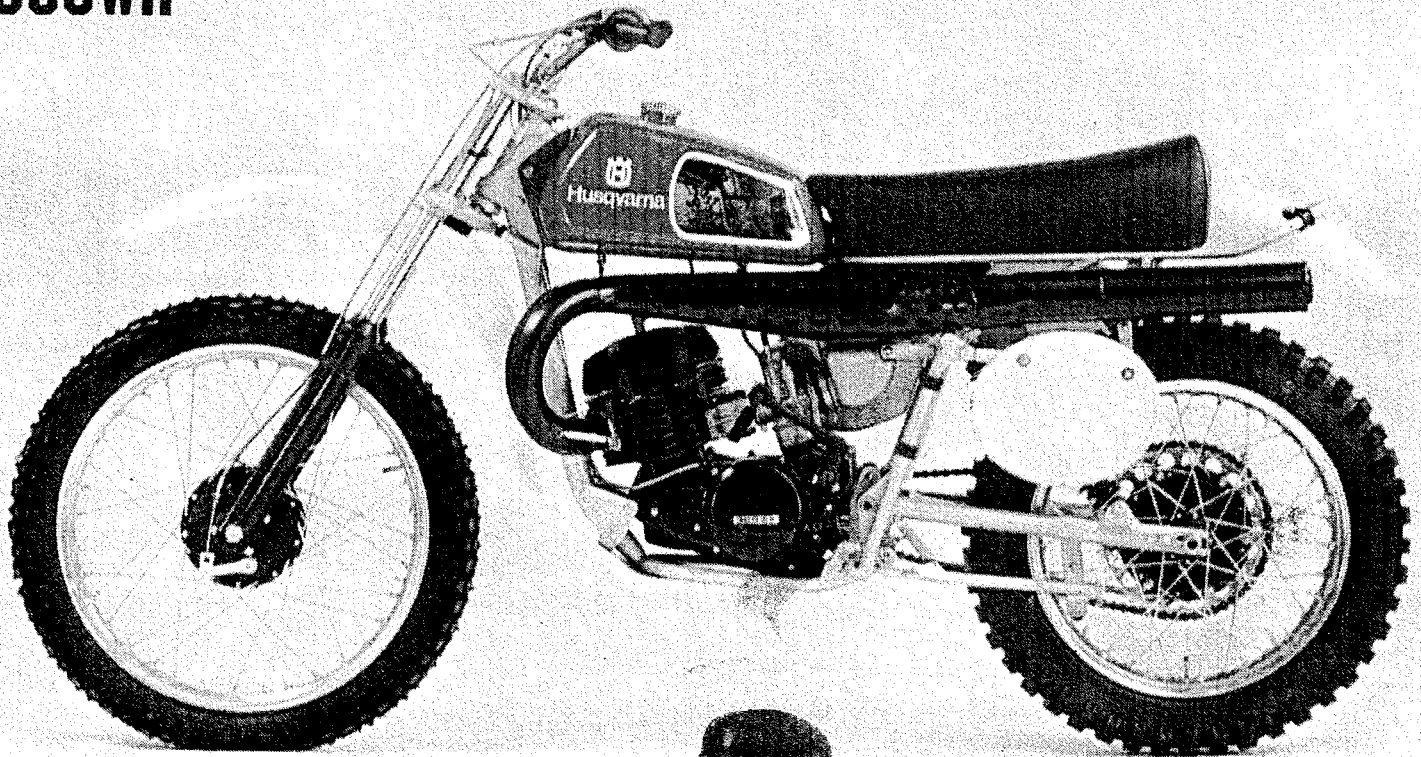
Husqvarna cross country

360

Report

#35

360WR



1976 360 WR cross country - Weighing in at only 215 lbs., the 360WR features a new double walled expansion chamber, Gurtner 38mm central float chamber with choke, new Husqvarna forks with 7.5" travel, MAG motor, radial head, reed valve porting, new inlet silencing, forged piston with chrome rings, front speedo drive hub, and Skyway sparkarrestor.

Index for 35

76 360 cross country tech data

76 360 details and notes

Early rear hub repair - Tosh

Cool Gas Tanks from 1972 era

Ignition adaptors

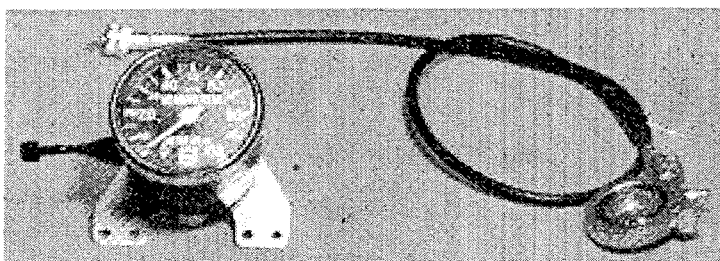
Stub Shafts pictorial for Husqvarna ignitions

Complete table for Stubs 1966 thru 1988

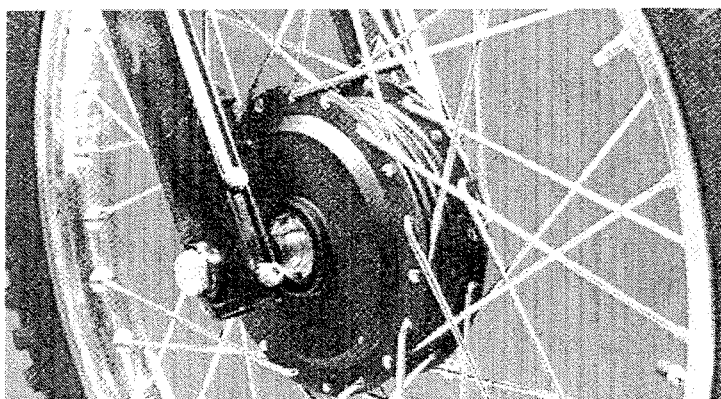
Gas tank additions

MegaClassifieds

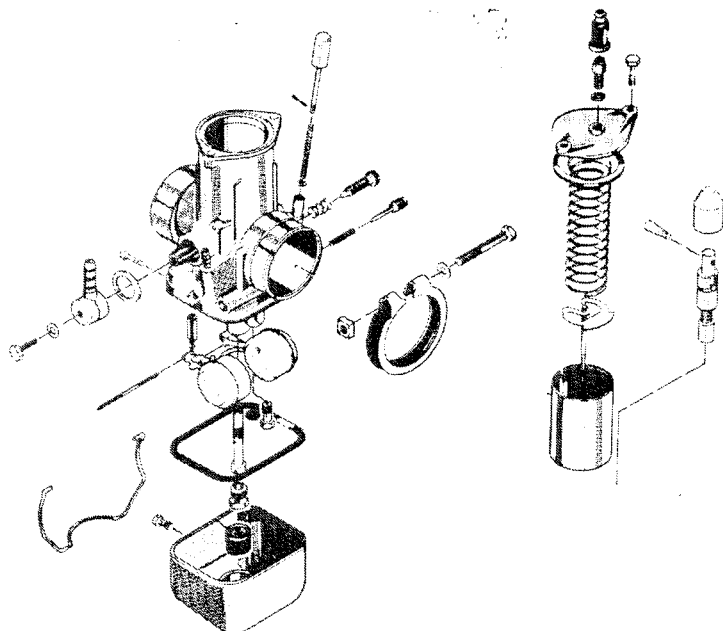
Advertising Supporters



Speedometer option drove from front wheel. The picture below shows the 2 slots that engage the drive.



the factory photo shows a black Lelue hub, but i think most came with a polished Lelue.



The 76-77 360 WR models came with Gurtner 38mm carbs. They were okay, but due to lack of parts they were not easily serviced and became frustrating to maintain. The same holds true today and most owners will opt to replace with a 36mm Bing model 54 jetted like a 76 360CR.

Technical data 360 WR ML 6000-15999

360

Suspension

Front fork: Husqvarna
 Oil capacity per fork leg: 0.22 liter
 Oil recommendation: Engine oil SAE10 - SAE30
 Rear suspension: Girling, gas
 Wheels: Akront
 Brakes Front and Rear
 Type: LELEU for Husqvarna
 Brake drum diameter(mm): 140 front 160 rear

Frame Type: ML Husqvarna

Engine - Husqvarna w/reed valves

Displacement (cc): 354
 Bore std (mm): 82.00 Tolerance
 1st over: 82.50 +0.02
 2nd over: 83.00 -0.0
 3rd over: -
 Stroke (mm): 67.00
 Compression ratio: 11.5: 1
 Clutch Type: Rubber damped

Gearbox

Number of speeds in gearbox: 6
 Oil capacity in gearbox: 1.6 l
 Oil recommendation: Engine oil SAE 20.

Fuel System

Carburetor:	Gurtner	
Venturi Dia(mm):	38	38
Main jet:	170	180
Needle jet:	3.20	3.22
Idling jet:	75	50
Needle position:	3	3
Airscrewopening:	1.5-1	1.5-1
	Turn from bottom position	
	ML-type ML-type	

Air filter:

Electrical system

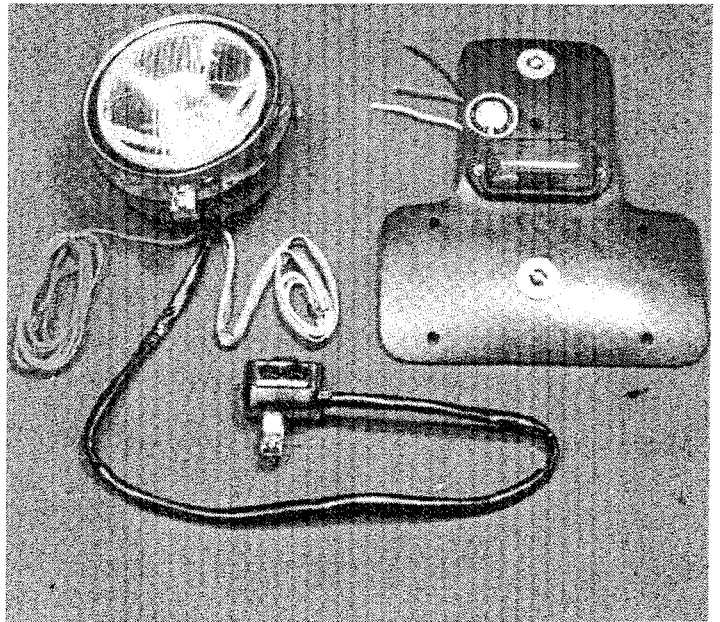
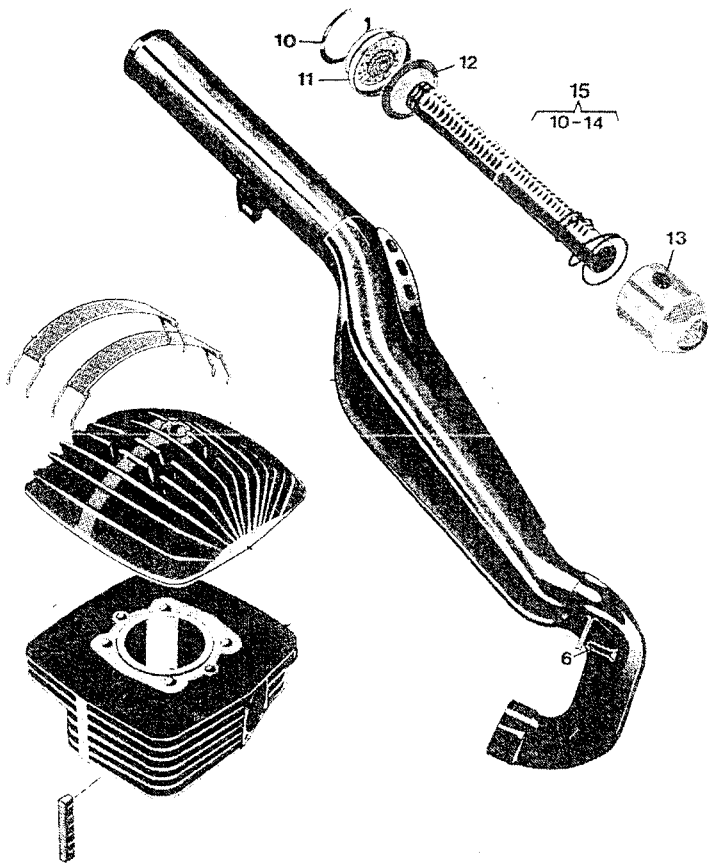
Type: Motoplat Dia -	139 mm
Contact breaker gap: -	
Ignition advance:	22 degrees BTDC
Ignition adv. on piston before TDC:	3.02 mm
Ignition adv. on flywheel before TDC:	26.6 ± 1.2 mm
Spark plug:	Champion N4-N3 or equivalent

Screwed joints

Flywheel nut: 90 Nm
 Cylinder head nuts: 25 Nm
 Cylinder head screws: 20 Nm
 Engine mounting bolts: 35 Nm
 Crankcase screws: 8 Nm
 Rear fork bolt nuts: 35 Nm
 Reed valve housing screws: 2 Nm
 Screws, reed valve housing cylinder: 8 Nm
 Clutch spring screws: 5 Nm+Locktite EV
 Clutch ring screws/nuts: 8 Nm+ Locktite AA V
 Spark plug: 40 Nm

Cross country

360



Optional competition light kit

The noise suppression system was much more than in past years. A large Skyway muffler/spark arrestor was used as a built in system and it was capped off with a silicone Skyway flapper. These pipes would become clogged at the first screen element and the owners could not get them apart. The fix was to cut the pipe open and remove the pieces, clean all, then weld big section together carefully aligning, reinstall all the clean guts with new packing, and make a promise to clean it more frequently to avoid problems. This all worked well until you dented the outer housing, which locked everything up and the fix had to be repeated.

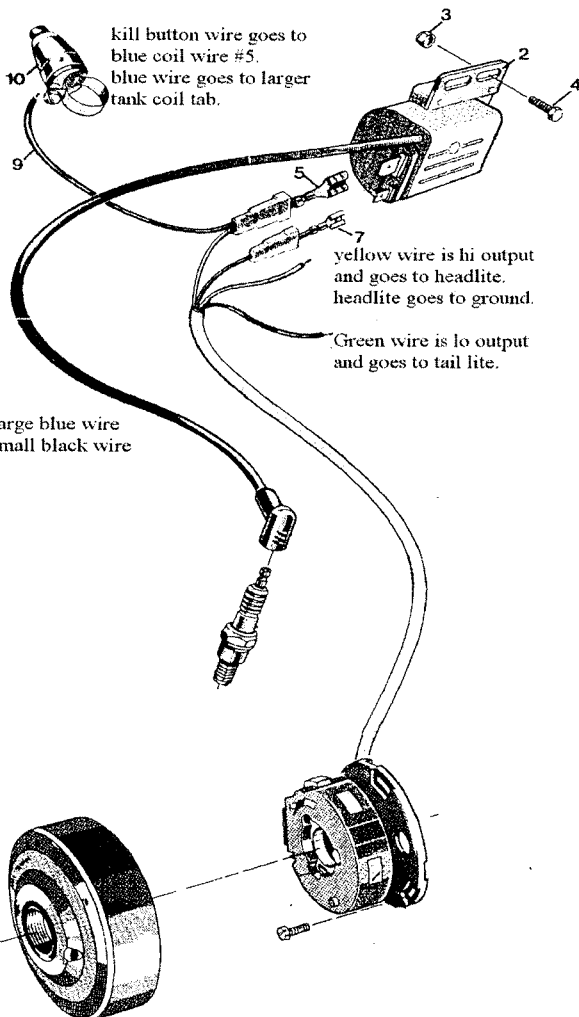
Other noise suppressors were: 2 rubber head straps to keep the head from radiating noise, rubber finned blocks glued into cylinder fins to dampen fin noise, and the new style ML airbox which takes air from under seat and lessens intake roar.

A kill button was installed from the factory with its wire going to the big blue tank coil wire. The 2 loose wires coming from the 139mm diameter Motoplat were used for lighting and they produced 12 volts to ground. One was hi output and went to headlite, the other a lesser output and was used for tailite. No battery was used, so no charging diode or fancy circuits were provided. To maintain 12 volts, a new style voltage bleed regulator was included with factory lighting kit shown above, but not shown in the picture. You would tap a wire off the yellow and run it to the bleed off regulator, the regulator would be bolted to ground. When the engine hit hi revs and the voltage was going high, this "bleed off" regulator kept all at 12 volt maximum. Same style regulator is available today at your local shop \$15-\$30.

The Preston Petty Headlite/Numberplate was real popular and almost seems like Husqvarna factory equipment. Most enduro riders used the Petty headlite and would heat and bend number plate area to clear the Husky VDO speedo.

Cross country

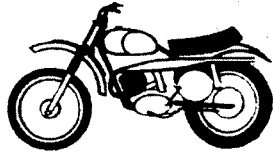
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Rear Hub Repair, part 2

66 - 68 Model Huskys

by Tosh Konya



As detailed in issue #34, I made repairs to the rear hub of my '67 using "torque tabs" but still needed something special in the way of fasteners. The original bolts had come loose and elongated the bolt holes plus made a chamfer around the edge of each hole. Using the original bolts would not work because the bottom side of the bolt head no longer had a flat surface on which to seat so this would only result in them coming loose again. Using NOS bolts would also be a problem because of the "wallowed out" holes in the drum.

My original thought was to use a thin, stainless washer under each bolt head but I couldn't find any that would work. The holes are close to the drum's friction surface plus the additional thickness would raise the bolt head too much. Also a thin washer would be easily deformed by the oval shaped holes. Those bolt heads are already perilously close to the brake shoes plus I didn't want to reduce thread engagement depth in the hub.

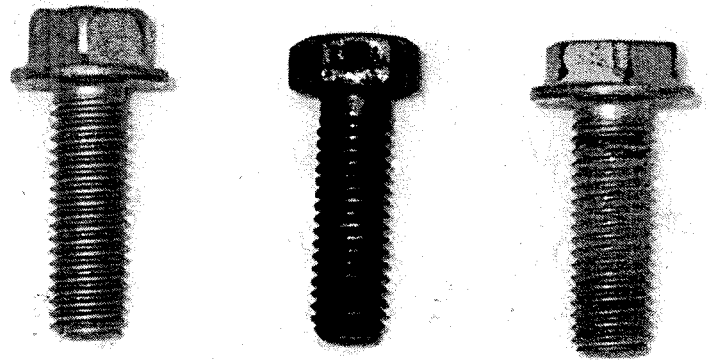
After lots of fruitless searching at hardware stores and specialty shops, I found some Honda bolts by happenstance: both are 8 x 25 mm flange-head style and you have the color choice of either flat gray or black. The flange is big enough to bridge the worn areas and almost (?) small enough in outside diameter to clear the drum's edge.

This type of bolt head is called "UBS" for Uniform Bearing Surface which means it has a wide seat area that is slightly conical so acts as spring (lock) washer.

The original bolt heads were about 6.0 mm in height with 25 mm thread length. This is an educated guess on the bolt head because wear had polished away much of the bottom of the bolt head. To avoid the bolt head contacting the brake shoes, the new bolt heads must be same height as the original. The height of Honda bolt heads are 7.4 mm but at least 1.0 mm of that is the ridge around the head so it is easily ground down. I did this grinding on a belt sander and took care not to overheat the bolts.

On my particular drum, the UBS flange interfered with the inside of the drum's brake surface. Rather than grind down the UBS flange, I used a die grinder to cut a small relief in the drum for each bolt flange. This didn't weaken the drum while retaining full strength of the UBS function. The dimension could be different on your drum so you'll have to check it when you get to that part of the modification.

The original bolts were black but I chose the flat gray to more closely match the color of the aluminum hub since you can see the threaded end of the bolt from the outside.



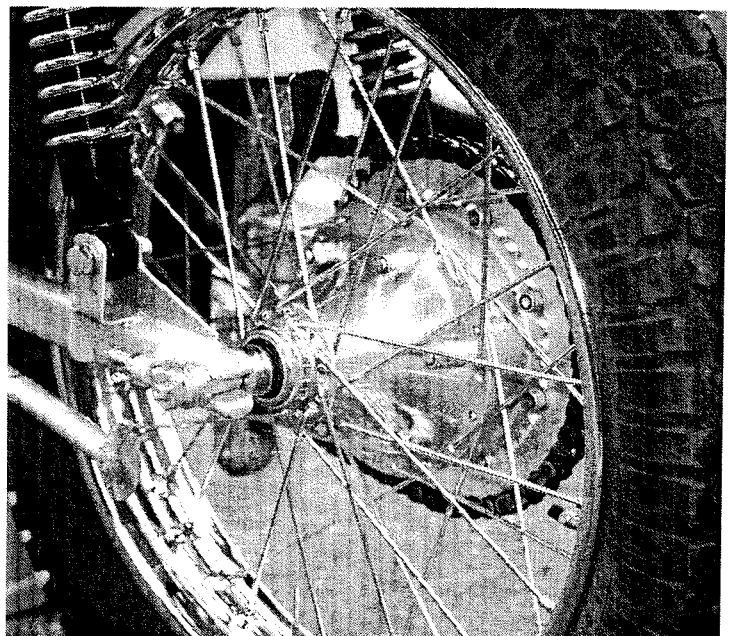
Flat gray bolt: 95701-0825-04, suggested retail of \$ 0.63 each Black bolt: 95701-08025-07, suggestion retail of \$1.12 each

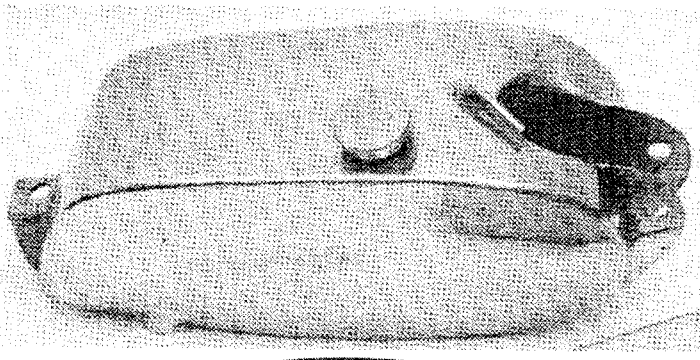
On '68 models, the bolts run all the way through so a much longer UBS bolt is needed. I never got around to researching that part number but I can probably find one if requested.

The original bolts were drilled for safety wire but the Honda bolts don't have that capacity so I merely used generous amounts of "Stud and Bearing" Loctite and felt secure in knowing that the torque tabs eliminate the back-and-forth movements that once loosened these bolts so quickly

While at the 100th Anniversary of Husqvarna in Sweden, I saw a Sportsman that had its rear hub modified in a different way to solve the problem of the drum coming loose. The owner had drilled completely through the threads in the hub then fitted longer bolts, tapered spacers and locknuts. Husky essentially did this on the '68 hubs but they spot faced the hub on the outside to provide a flat surface for the nuts. To give the nuts a flat seat on this Sportsman, the owner made aluminum spacers with one end tapered to match the angle of the conical hub. This required much longer bolts because of the additional length of the spacers but otherwise was another way around this problem.

I can't really say if this alternate method is better or worse than my "torque tab" method. Unlike the torque tabs, using the longer bolts and spacers does show from the outside.





Cool Husky

Gas tanks from 1972 era

In 1971 Torsten Hallman Racing offered the first nice looking, custom alloy race tank for Husqvarna. It was popular with the factory teams and was used for the racing photo shoot bikes that are on the 1972 brochure. The tank sold for \$80. Top photo.

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INDESTRUCTIBLE BEASTS

T-129



from the Fiberglass Works. Moto-cross goers get ready for two tough tanks made of Uralite® which weigh only 1.5 pounds.

The T-129 European Style Universal Tank fits any bike.

The T-133, is a super narrow 1.5 gallon Husky Tank. Both tanks come in standard colors and primer, and include mounting kit and a 100% life-time guarantee. \$39.95



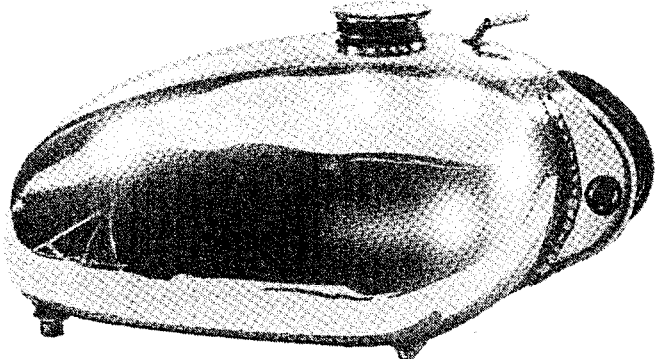
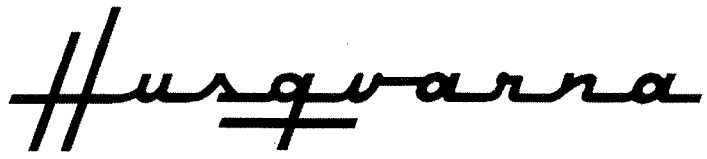
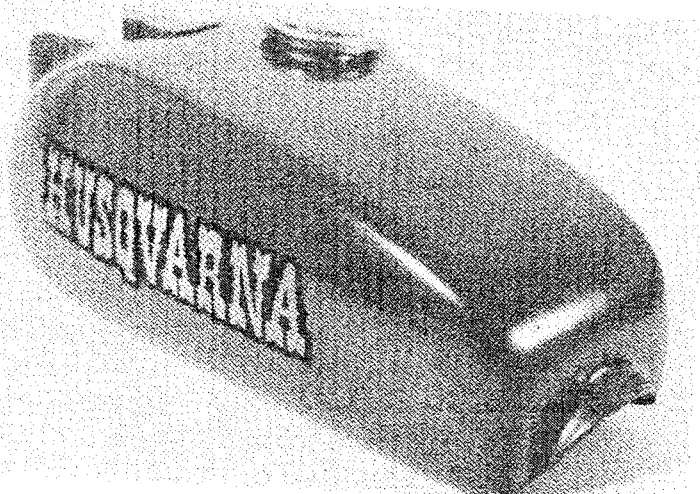
THE FIBERGLAS WORKS, INC.
328 Engalls, Santa Cruz, Ca 95060 (408) 426-7305 T-133

MOTOCROSS

The Fiberglass Works in Santa Cruz Calif took this Hallman gas tank design and pretty much copied it in fiberglass and offered the T-133 Husqvarna gastank shown in the ad to left. It came with nice gel coat color ready to use. I bought one and used it on my then new 71 250 CR. It was a big weight savings and looked great!



Another view of the rear of the Fiberglass Works tank for Huskys. I put these same decals on mine. These Fiberglass Works tanks sold for \$45 in 1972. I see these fiberglass tanks looking pretty dingy at flea markets nowadays, as they have been painted many times and are cheap to buy.



The Hi Point Husqvarna was very popular and the alloy construction looked very classy as well. The tank came in at least 3 sizes and some were polished and some were painted Orange. Some were offered with flip top caps, most with screw on caps like shown. These were actually made by Wassell in England, but we always called them Hi Point tanks. 30 years later most have dents. I think they sold for \$80 for small and more for larger.

horstmeyerracing.com

by Rich Horstmeyer, www.horstmeyerracing.com

I guess it started for me like it does for most kids. I always liked dirtbikes. It all came to a head one night in 1990. My dad bought an old movie and was dying to show it to me. The movie was called "On Any Sunday."

I think I loved the movie from the first scene on. Even as a 10 year old kid it made me realize what a different era my dad grew up in. He had been telling me for years stories about how everyone had a dirtbike. And about how most of the world was caught up in this world of speed and excitement.

Bruce Brown was truly a magician behind a camera. The shots he caught will be forever etched into my memory. I gained a number of heroes that first night of watching that movie, two of which were Steve McQueen and Malcolm Smith. Steve McQueen simply personifies the word cool. The smoothness and skill he rode with was rivaled and matched only by Malcolm Smith. Malcolm did on a motorcycle what Michelangelo did to the sixteen chapel. I mean, the man won everything he entered, and did it with a smile.

From then on every time we would go riding, I would think of the last scenes of "On Any Sunday." That's what riding was and is to me. Friends going out blasting down a trail, throwing roost, and haulin' ass.

I was always proud to follow my dad on a Husky down the trails. I always looked forward to the day I could go firing down the trails on a Husky. I transitioned to dad's '93 Husky 360 my senior year in high school. My first taste of the Husky was in the Gunnison National Forest in Colorado. What an amazing place to ride! The scenery is beautiful and the trails are challenging.

I was upgraded again (thanks to my dad's generosity) in 2001. I now ride a 2001 Husky 570. And man does it *rip!* Being a big guy, I have learned to appreciate all the power the 570 has to offer. It's also really cool to show up at the riding area with the biggest coolest bikes.

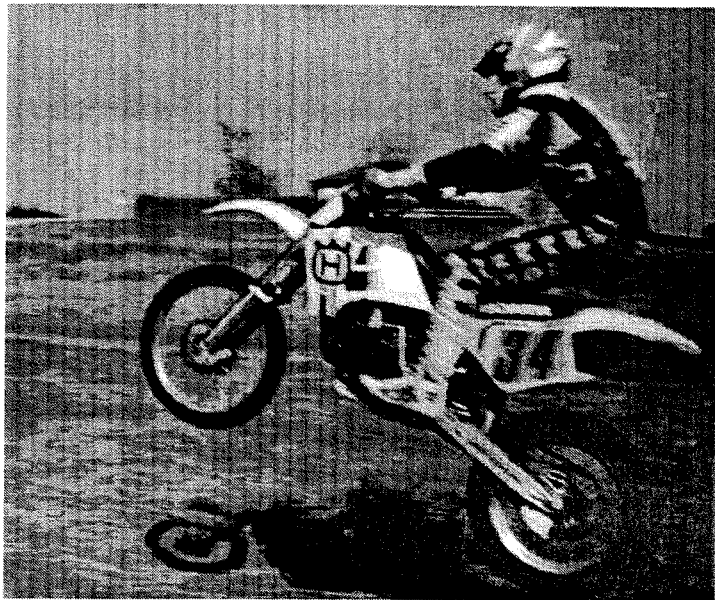
This year I wanted to share our experiences with everyone else who has a love for Huskys and dirtbikes in general, so I created a website called horstmeyerracing.com. The first line of the title page says it all. The site is not about racing as much as it is about a family that uses a love of motorcycles to stay close.

I would like to take this opportunity to invite everybody to check out our website, www.horstmeyerracing.com. Check out dad's collection of dirtbikes and some cool pictures of our rides. If you do check out our site, please take a little time to sign my guest book or email me to let me know what you think.

Now that I have a son, Gavin and step-son, Tyler of my own, I show them "On Any Sunday" at least once a month. And they both can't wait to get started on dirtbikes of their own. I'm excited to be able for my kids to learn lessons like I did, using dirtbikes as a tool. I think Steve McQueen said it best when he said "Everytime I start thinking the world is all bad, then I start seeing some people out having a good time on motorcycles it makes me take another look."



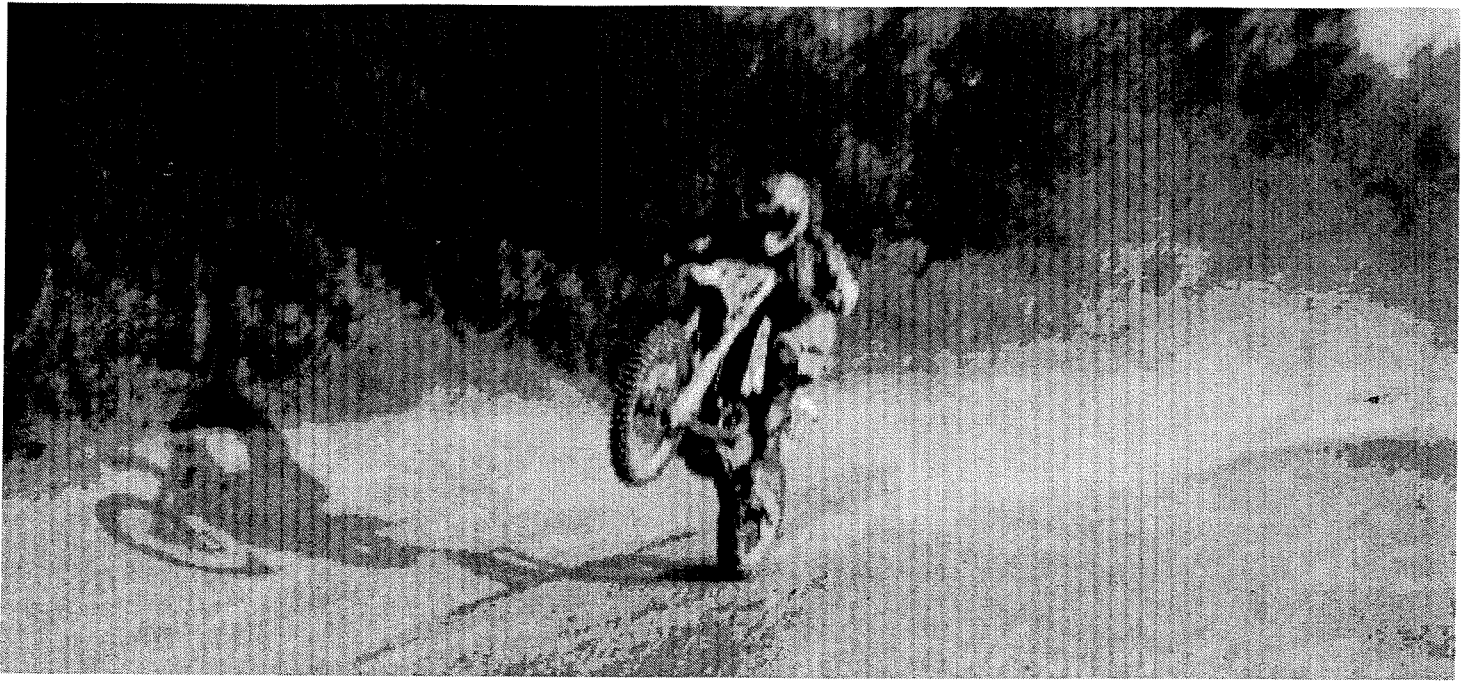
For as long as I can remember, Dad has always spoken of Ford and International trucks, and Husqvarna Motorcycles. It really didn't sink in for a long time as to what the whole excitement was about. Now I understand and share the love of trucks and dirtbikes.



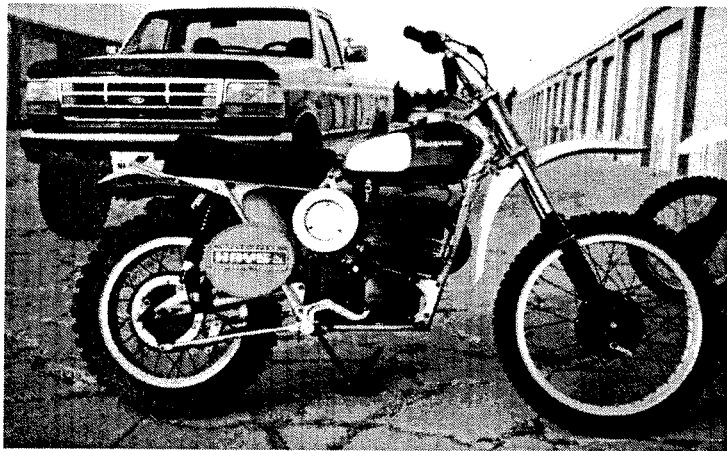
Our '93 360 has been a great Husky. It keeps up with any modern bike and the ride is fantastic.



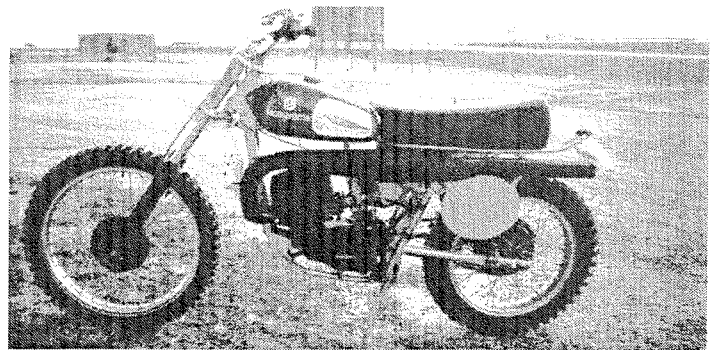
Gavin and me checking to see if he fits the footpegs yet. I think a couple more years to go.



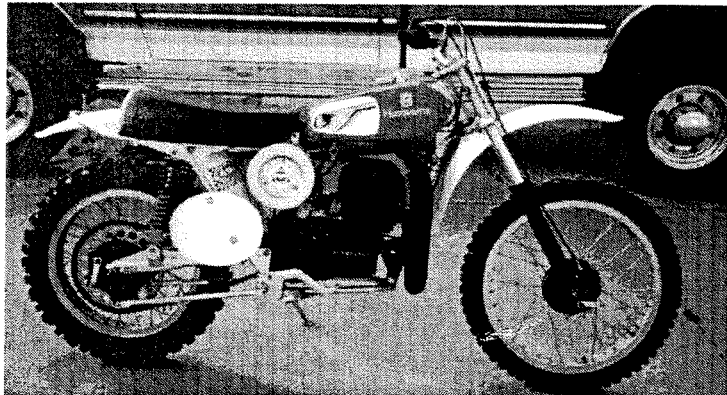
Dad loves to just get up and go on any of our Huskys



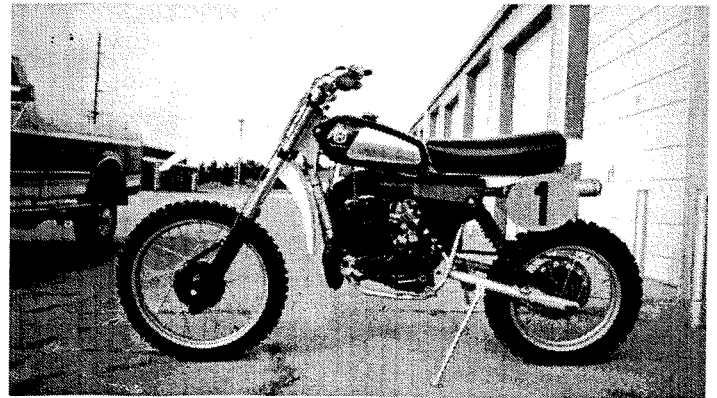
Our 73 400 CR is one of the best motocrossers in AHRMA. Plenty of power, does not need a lot of shifting to keep it going, and very reliable.



This is our 1975 CR 360 Mikkola Replica. It's in Original condition. This bike was a replica of the bike that Heikki Mikkola rode to the 1975 word Championships.



This is my dad's 74 Mag 250 in excellent condition. Circle F pipe with lots of helps from Dave at AMS.

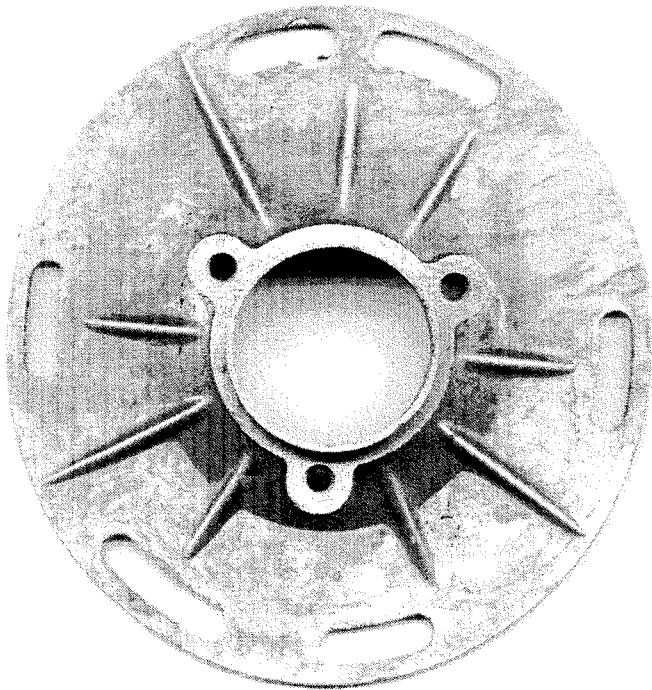


Horstmeyer 1980 CR 390. This is a great open bike that was way ahead of it's time. It offered the latest technology with one of fastest engines available. This is a beautiful example of the bike in it's original condition.

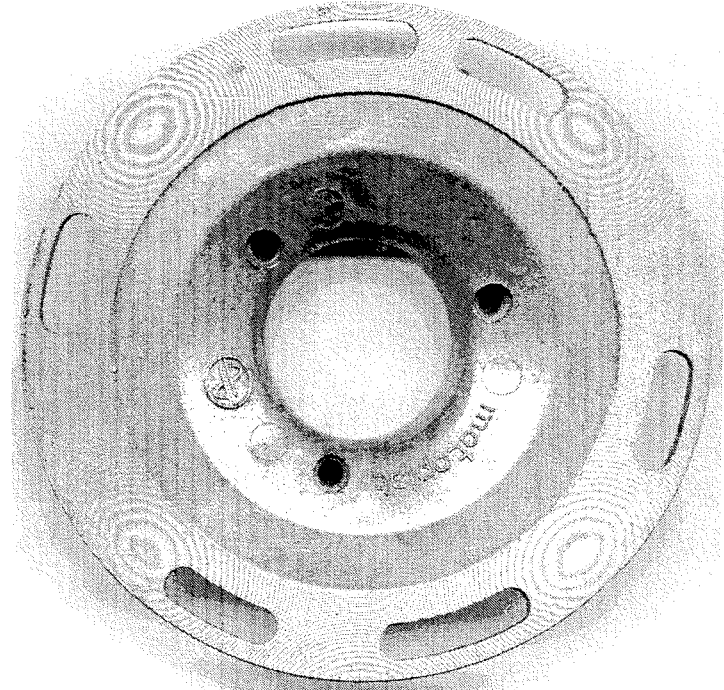
Husqvarna Ignition Parts 1966-1988

Table of Ignitions/Stubs/Adaptors

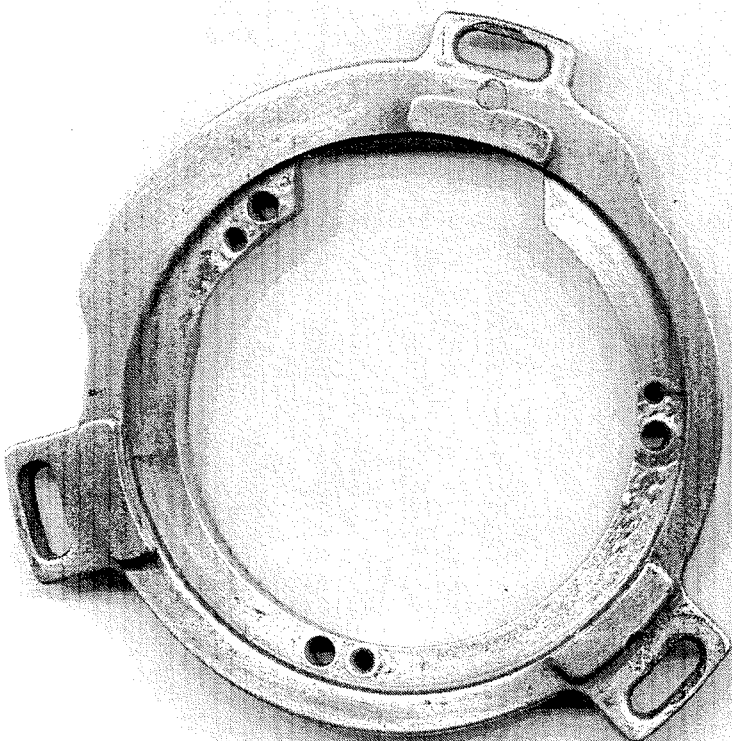
The intent of this listing is to familiarize you with what the parts look like, what engines share the same ignitions, and what engines share same stub shaft. There is an early adaptor 715 and a primary kick adaptor 165 used to put the 125 ignition on the larger motors. Understand the tank coils are all the same!! Knowing what stubs are used should help in selecting other options to use for your old Husky.



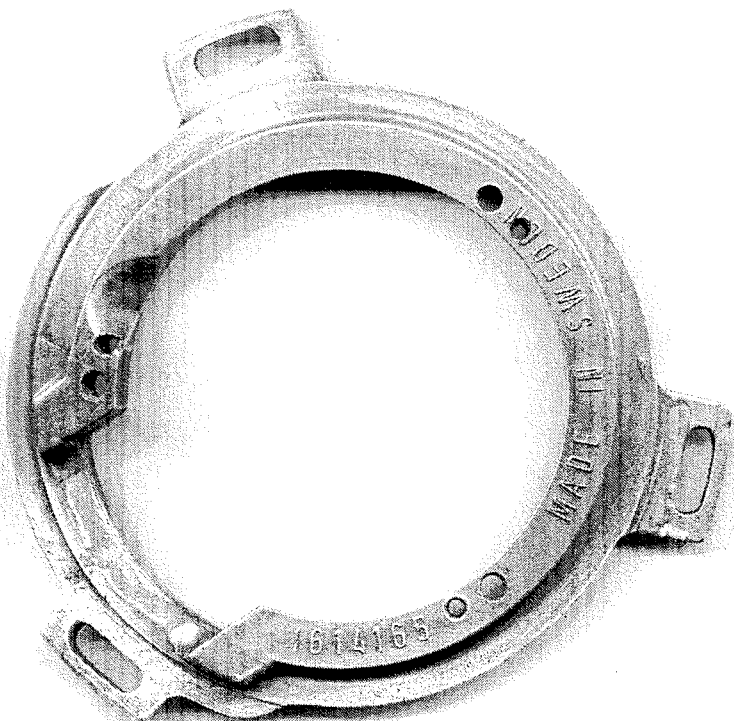
Shown actual size, this is the **16 14 745-01** adaptor plate found on many Motoplat stators



Back side of **16 14 745-01** adaptor. Use of this adaptor is not fully listed on attached sheets



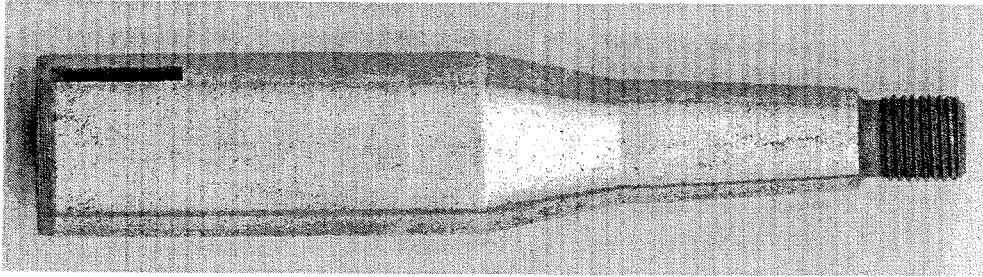
This is **16 14 165-01** adaptor plate to adapt Motoplat stator to Husqvarna 250-500, primary kick era 81-88.



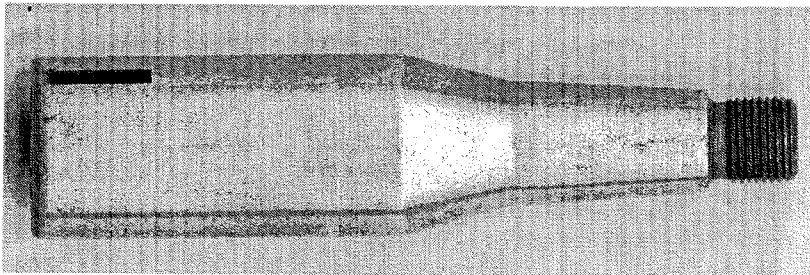
Back side of **16 14 165-01** primary kick era adaptor.

Stub shafts

Crank shaft right side for Ignitions



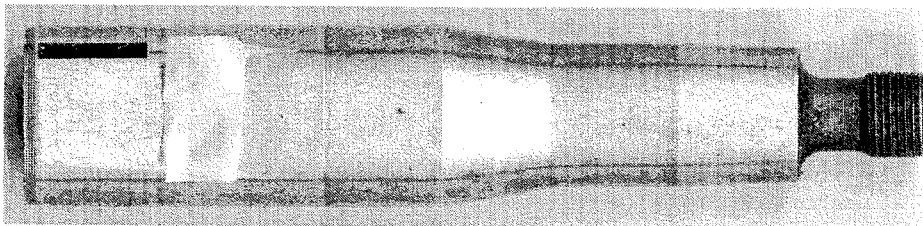
16 10 868-01 Femsu stub shaft - 69 thru 77 era - actual size



16 10 851-01 MotoPlat stub - 72 thru 81 era - actual size

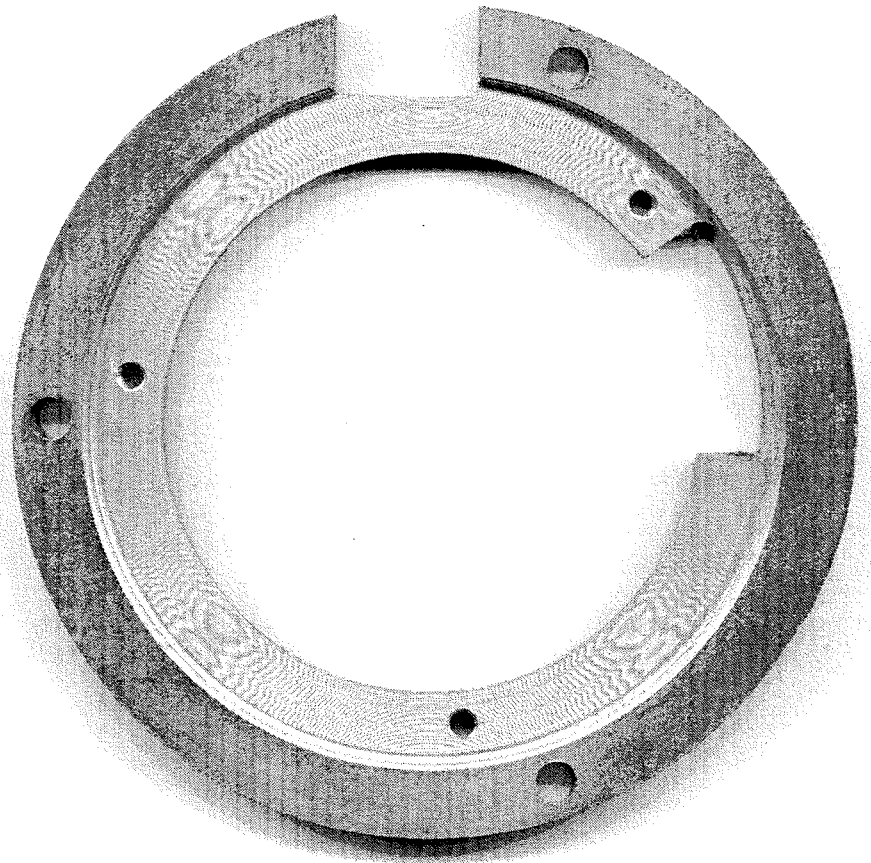
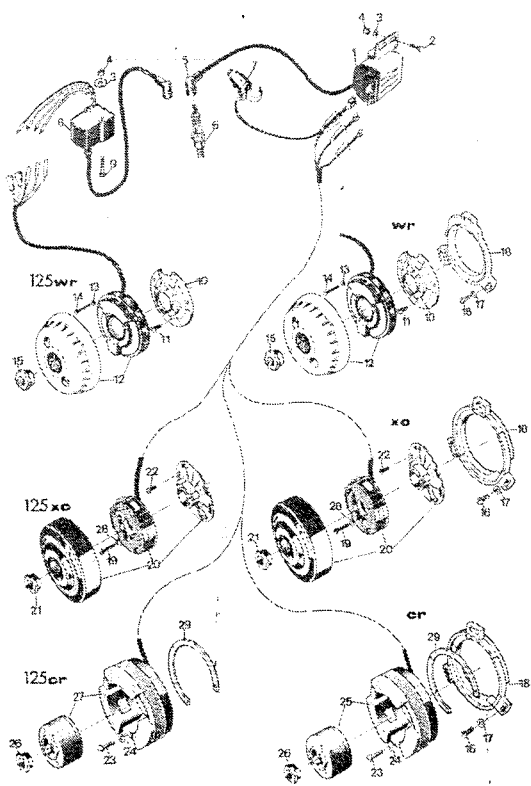


16 19 653-01 MotoPlat stub - 125 motors 72 thru 87 - actual size
Same taper fit as 16 10 851-01 shown above

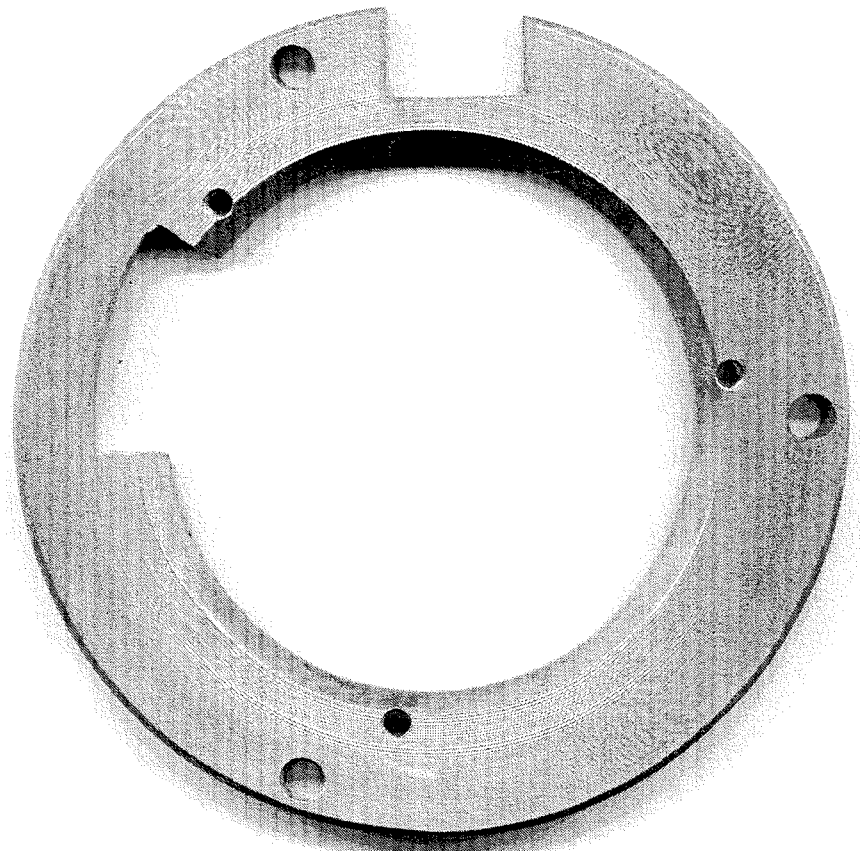
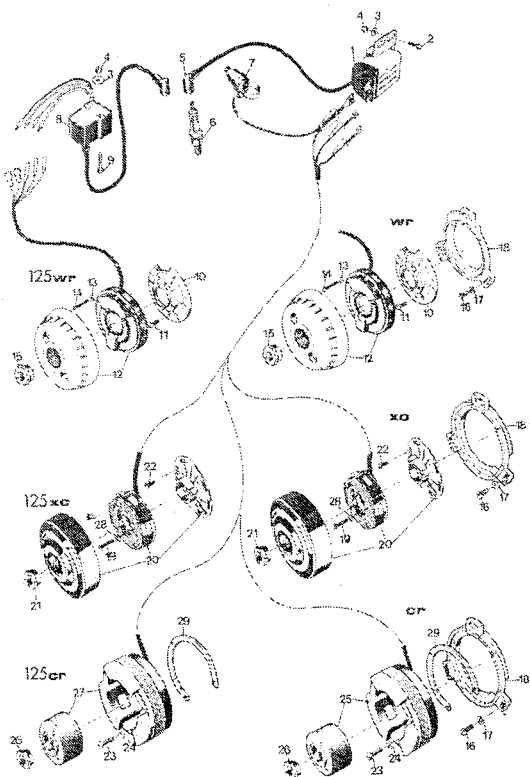


16 10 920-01 Bosch early stub shaft - 65-68 era for large Bosch ignitions that had spark plug wire direct form cases


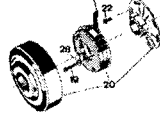

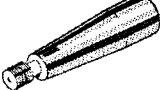

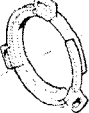

In timing a motor with a tapered stub shaft flywheel fit, it is **not important** to have the flywheel located by a key!!! If you leave the flywheel key out, it may help you achieve correct timing. This key has NO mechanical value in holding the flywheel. It is intended to be a quick guide for a new motor. The tapered fit properly torqued up is the mechanical hold. Do not be limited by this keyway! You must properly torque the flywheel to the shaft. Usually a 3 time check is best. Once when completing flywheel install, second time after first running 5 minutes, 3rd time after 15 minute practice session.

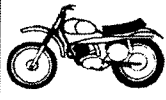
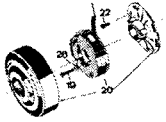

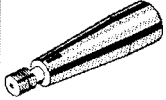
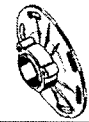
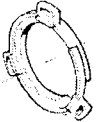




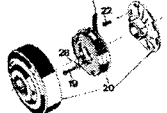

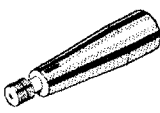
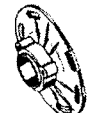
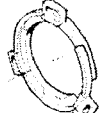

16 14 715-01 adaptor for 72-81 era usually CR Motoplats - actual size front. The recess is 2mm deep x 90mm diameter.


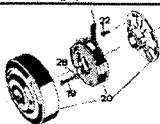

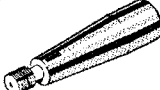





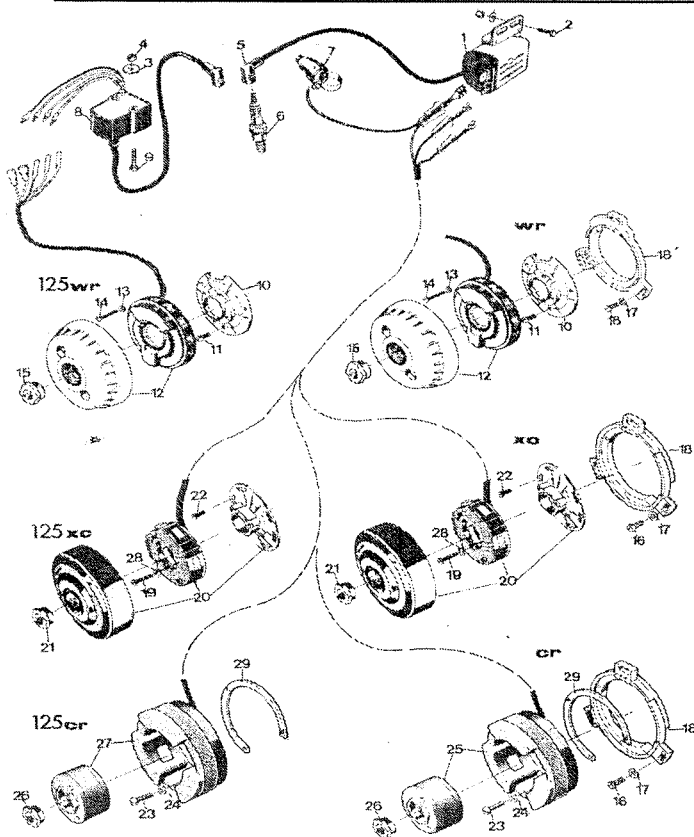
16 14 715-01 adaptor rear view, thickness is 9mm, recess is 2mm, center bore ID is 70.75mm, OD is 110mm, 6mm outer mount holes, tapped holes are 4 x 0.7 mm.

year	model	Compl mag part number	flywheel size/type	crank stub	stator plate	stator adaptor	spacer
							
1966	250	12 27 264-01	Bosch large	16 10 920-01	na	na	
1967	250 and 360	12 27 264-01	Bosch large	16 10 920-01			
1968	250 and 360	12 27 264-01	Bosch large	16 10 920-01			
1969	250	16 14 627-01 Bosch	Bosch small	16 10 851-01			
1969	360 cross	16 14 676-01 Femsa	Femsa points	16 10 868-01			
	400 cross	16 14 676-01 Femsa	Femsa points	16 10 868-01			
1969	360 C	16 14 676-01 Femsa	Femsa points	16 10 868-01			
1970	250 cross	16 14 627-01 Bosch sm	Bosch small	16 10 851-01			
1970	360 cross	16 14 676-01 rivets?	Femsa points	16 10 868-01			
	400 cross	16 14 691-01 Femsa	Femsa points	16 10 868-01			
1970	360 C	16 14 676-01 Femsa	Femsa points	16 10 868-01			
1971	250 cross	16 14 676-01 Femsa	Femsa points	16 10 868-01			
1971	360 cross	16 14 691-01 Femsa	Femsa points	16 10 868-01			
	400 cross	16 14 691-01 Femsa	Femsa points	16 10 868-01			
1971	360 C	16 14 676-01 Femsa	Femsa points	16 10 868-01			
1972	125 WR	N 16 14 725-01	MP 116 mm ext, w light coils	16 10 653-01			
1973	125WR	N 16 14 725-01	MP 116 mm ext, w light coils	16 10 653-01			
1974	125 SC	N 16 14 725-01	MP 116 mm ext, w light coils	16 10 653-01			
1972	250 WR	16 14 669-01 Femsa	Femsa points	16 10 868-01			
1972	450 WR	16 14 708-01	Femsa points	16 10 575-01			
1975	400WR	16 14 669-01 Femsa	Femsa points	16 10 575-01			
1975	250 WR	16 14 669-01 Femsa	Femsa points	16 10 868-01			
1972	125 CR	N 16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
	250 CR	N 16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
	400 CR	N 16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
	450 CR	N 16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
1973	125 CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 653-01			
	250 CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
	400 CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
1973	250 WR	16 14 669-01 Femsa	Femsa points	16 10 851-01			
	450 WR	16 14 669-01 Femsa	Femsa points	16 10 575-01			
1973	250 RT	16 14 669-02 Femsa	Femsa points	16 10 868-01			
	360 RT	16 14 669-02 Femsa	Femsa points	16 10 575-01			
1974	125 CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 653-01			
	125 SC	16 14 713-01	MP 116 mm ext, w light coils	16 10 653-01			
	250 CR Mag	16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
	400 CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
1974	450 CR	16 14 708-01 Femsa	Femsa points	16 10 575-01			
1974	250 WR	16 14 669-01 Femsa	Femsa points	16 10 851-01			
	400 WR	16 14 669-01 Femsa	Femsa points	16 10 868-01			
	450 WR	16 14 669-01 Femsa	Femsa points	16 10 575-01			
1975	125	N 16 14 740-01	MP 116 mm ext, w light coils	16 10 653-01	16 14 745-01	-	
	175	N 16 14 740-01	MP 116 mm ext, w light coils	16 11 429-01	16 14 745-01	16 14 715-01	
1975	250CR	16 14 713-01	MP 116 mm ext, w light coils	16 10 851-01			
1975	360 CR	16 14 733-01 Femsa	Femsa points	16 10 868-01			
		use 16 14 708-01	Femsa points				
1975	250 WR MK	16 14 669-01 Femsa	Femsa points	16 10 868-01			
	400 WR MK		Femsa points	16 10 868-01			
1976	125CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 653-01	16 14 745-01	-	
	175CC		MP 116 mm ext, w light coils	16 11 429-01	16 14 745-01	16 14 715-01	
	250 CR		MP 116 mm ext, w light coils	16 10 851-01	16 14 745-01	16 14 715-01	
1976	250 WR	16 14 669-01 Femsa	Femsa points	16 10 868-01			
1976	360 CR	N 16 14 743-01	MP 139 mm ext	16 10 868-01			
	360 WR	N 16 14 743-01	MP 139 mm ext	16 10 868-01			
1977	125 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 653-01			
	250 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	

year	model	Compl mag part number	flywheel size/type	crank stub	stator plate	stator adaptor	spacer
							
	360 Auto	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
1977	250 WR	16 14 669-01 Femsa	Femsa points	16 10 868-01			
1977	360 WR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 CR	16 14 743-01	MP 139 mm ext	16 10 868-01			
1978	125 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 653-01			
1978	390 Auto - 2070	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
	250 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
	250 OR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
1978	250 WR	16 14 743-01	MP 139 mm ext	16 10 868-01			
1978	390 CR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 WR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 OR	16 14 743-01	MP 139 mm ext	16 10 868-01			
1979	125 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 653-01	16 14 745-01		
	125 WR	16 14 751-01		16 10 653-01	16 14 745-01		
1979	250 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01	16 14 745-01	16 14 715-01	
	250 OR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01	16 14 745-01	16 14 715-01	
	390 ACC	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01	16 14 745-01	16 14 715-01	
1979	250 WR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 CR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 OR	16 14 743-01	MP 139 mm ext	16 10 868-01			
	390 WR	16 14 743-01	MP 139 mm ext	16 10 868-01			
1980	125 WR	16 14 751-01	ext MP	16 10 653-01			
1980	125 CR	N 16 14 759-01	internal rotor MP	16 10 653-01			
1980	240 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
	250 CR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
	250 OR	16 14 740-01	MP 116 mm ext, w light coils	16 10 851-01		16 14 715-01	
1980	240 WR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	250 WR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	390 CR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	390 WR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	390 OR	16 14 743-01	MP 139 mm ext	16 11 815-01			
1980	390 ACC	16 14 751-02	ext MP	16 11 851-01		16 14 715-01	
1981	125 CR	16 14 759-01	internal rotor MP	16 10 653-01			
	430 CR	16 14 759-01	internal rotor MP	N16 10 659-01		16 14 165-01	
1981	125 WR	N 16 14 785-01	SEM external	16 10 653-01			
	430 WR	N 16 14 785-01	SEM external	N16 10 659-01			
	430 XC	N 16 14 785-01	SEM external	N16 10 659-01			
	430 WR/E	N 16 14 785-01	SEM external	N16 10 659-01			
1981	240 CR	16 14 740-01	ext MP	16 10 851-01		16 14 715-01	
	250 CR	16 14 740-01		16 10 851-01		16 14 715-01	
	250 XC	16 14 740-01		16 10 851-01		16 14 715-01	
1981	240 WR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	250 WR	16 14 743-01	MP 139 mm ext	16 11 815-01			
	430 WR/E	16 14 743-01	MP 139 mm ext	N16 10 659-01		16 14 165-01	
1981	420 AE	N 16 14 785-01	SEM ext				
1982	125 CR	N 16 14 790-01	internal rotor MP	16 10 653-01			
1982	240 CR	16 14 759-01	internal rotor MP	16 11 659-01		16 14 165-01	y
	250 CR	16 14 759-01	internal rotor MP	16 11 659-01		16 14 165-01	y
	430 CR	16 14 759-01	internal rotor MP	16 11 659-01		16 14 165-01	y
	420 AXC	16 14 759-01	internal rotor MP	16 11 659-01		16 14 165-01	y
	500 CR	16 14 759-01	internal rotor MP	16 11 659-01		16 14 165-01	y
1982	250 XC	N 16 14 794-01	ext rotor MP	16 11 659-01		16 14 165-01	
	430 XC	N 16 14 794-01	ext rotor MP	16 11 659-01		16 14 165-01	
1982	125 WR	N 16 14 798-01 SEM	SEM ext	16 10 653-01			
	240 WR	N 16 14 798-01 SEM	SEM ext	16 11 659-01			
	250 WR	N 16 14 798-01 SEM	SEM ext	16 11 659-01			

year	model	Compl mag part number	flywheel size/type	crank stub	stator plate	stator adaptor	spacer
							
	430 WR	N 16 14 798-01 SEM	SEM ext	16 11 659-01			
1982	420 AE	16 14 751-01	MP ext			16 14 165-01	
1983	125 CR	16 14 790-01	MP internal	16 10 653-01			
1983	125 WR	16 14 798-01 SEM	SEM ext	16 10 653-01			
	240 WR	16 14 798-01 SEM	SEM ext	16 11 659-01			
	250 WR	16 14 798-01 SEM	SEM ext	16 11 659-01			
	430 WR	16 14 798-01 SEM	SEM ext	16 11 659-01			
1983	240 CR	16 14 759-01	MP internal	16 11 659-01		16 14 165-01	y
	250 CR	16 14 759-01	MP internal	16 11 659-01		16 14 165-01	y
	500 CR	16 14 759-01	MP internal	16 11 659-01		16 14 165-01	y
1983	125 XC	16 14 794-01	ext MP	16 10 653-01			
	250 XC	16 14 794-01	ext MP	16 11 659-01			
	500 XC	16 14 794-01	ext MP	16 11 659-01			
1983	500 4 stroke	16 15 108-01		16 11 815-01			
	510			16 11 815-01			
1984	125 CR	16 14 790-01	Motoplat int	16 10 653-01			
	250 CR	16 14 790-01	Motoplat int	16 11 659-01		16 14 165-01	
1984	125 WR	16 14 798-01	SEM	16 10 653-01			
	250 WR	16 14 798-01	SEM	16 11 659-01			
	500 U WR	16 14 798-01	SEM	16 11 659-01			
1984	125 XC	16 14 794-01	Motoplat ext	16 10 653-01			
	250 XC	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	500 XC	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	500 Auto	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
1984	500 CR	16 14 759-01	Motoplat int	16 11 659-01		16 14 165-01	
1984	500 4 stroke	16 15 108-01					
	510						
1985	125 CR	16 14 790-01	Motoplat int	16 10 653-01			
	250 CR	16 14 790-01	Motoplat int	16 11 659-01			
1985	500 CR	16 14 759-01	Motoplat int	16 11 659-01			
1985	125 XC	16 14 801-01	Motoplat ext	16 10 653-01			
1985	250 WRX	16 14 794-01	Motoplat ext	16 11 659-01			
	250 XC	16 14 794-01	Motoplat ext	16 11 659-01			
	400 WRX	16 14 794-01	Motoplat ext	16 11 659-01			
	500 XC	16 14 794-01	Motoplat ext	16 11 659-01			
1985	500 TC 4 strk	N16 15 281-01	ext stator Reverse	16 15 280-01			
	510 TX	N16 15 281-01	ext stator Reverse	16 15 280-01			
	510 TE EU	N16 15 281-01	ext stator Reverse	16 15 280-01			
	510 TE US	N16 15 281-01	ext stator Reverse	16 15 280-01			
1986	125 WR	16 14 798-01	SEM ext	16 10 653-01			
	240 WR	16 14 798-01	SEM ext	16 11 659-01			
	400 EU WR	16 14 798-01	SEM ext	16 11 659-01			
1986	400 US WR	16 14 794-01	MP ext	16 11 659-01			
	500 CR	16 14 794-01	MP ext	16 11 659-01			
	500 XC	16 14 794-01	MP ext	16 11 659-01			
	400 XC	16 14 794-01	MP ext	16 11 659-01			
1986	125 CR	16 14 790-01	MP internal	16 10 653-01			
	240 CR	16 14 790-01	MP internal	16 11 659-01			
	250 CR	16 14 790-01	MP internal	16 11 659-01			
1986	125 XC	16 14 801-01	MP ext	16 10 653-01			
	250 WR	16 14 801-01	MP ext	16 11 659-01			
	250 XC	16 14 801-01	MP ext	16 11 659-01			
1986	500 TC 4 strk	16 15 281-01	ext stator Reverse	16 15 280-01			
	510 TX	16 15 281-01	ext stator Reverse	16 15 280-01			
	510 TE US	16 15 281-01	ext stator Reverse	16 15 280-01			
1987	430 CR	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	

year	model	Compl mag part number	flywheel size/type	crank stub	stator plate	stator adaptor	spacer
							
	430 WR	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	430 XC	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	430 Auto	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	500 CR	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
	500 XC	16 14 794-01	Motoplat ext	16 11 659-01		16 14 165-01	
1987	125 WR	N 16 14 811-01	SEM ext	16 10 653-01	16 14 778-01	-	
	240 WR	N 16 14 811-01	SEM ext	16 11 659-01	16 14 778-01	16 14 165-01	
	250 EU WR	N 16 14 811-01	SEM ext	16 11 659-01	16 14 778-01	16 14 165-01	
1987	250 US WR	16 14 801-01	Motoplat ext	16 11 659-01		16 14 165-01	
1987	240 CR	N 16 14 820-01	SEM ext in stock	16 11 659-01		-	
	250 CR	N 16 14 820-01	SEM ext in stock	16 11 659-01		-	
1987	250 XC	N 16 14 823-01	SEM ext, large	16 11 659-01		-	
1987	400 WR	16 14 798-01	SEM ext	16 11 659-01	16 14 778-01	16 14 165-01	
	430 EU Auto	16 14 798-01	SEM ext	16 11 659-01	16 14 778-01	16 14 165-01	
1987	510 TC	16 15 108-01					
1987	510 US TE	16 15 281-01	ext stator, reverse flywheel	16 15 280-01			
	510 TX	16 15 281-01	ext stator, reverse flywheel	16 15 280-01			
	510 EU TE	16 15 281-01	ext stator, reverse flywheel	16 15 280-01			
1988	125						
1988	240 WR	16 14 811-01 SEM		16 11 659-01	16 14 778-01	16 14 165-01	
	250 EU WR	16 14 811-01 SEM		16 11 659-01	16 14 778-01	16 14 165-01	
	250 US WR	16 14 801-01 Motoplat	-	16 11 659-01	-	16 14 165-01	
	250 XC	16 14 801-01 Motoplat	-	16 11 659-01	-	16 14 165-01	
	400 WR	16 14 798-01 SEM		16 11 659-01	16 14 778-01	16 14 165-01	
	430 CR	16 14 794-01 Motoplat		16 11 659-01	-	16 14 165-01	
	430 XC	16 14 794-01 Motoplat		16 11 659-01	-	16 14 165-01	
	430 WR	16 14 794-01 Motoplat		16 11 659-01	-	16 14 165-01	
	430 Auto EU	16 14 798-01 SEM		16 11 659-01	16 14 778-01	16 14 165-01	
	430 Auto US	16 14 794-01 Motoplat		16 11 659-01	-	16 14 165-01	
1988	510 TC,TE, TX	16 15 108-01	ext flywheel, same as 83/84				



When you look at the 1983 ignition page to the left shown here, it looks like quite a mess of special components. But as you check the chart for 1983 model stub shafts, you can see only 2 different stubs. The 653 for 125's and 659 for all other 2 strokes. 653 and 659 are exact same taper. That is why the same this means all the 83 ignitions will interchange it is only a matter of adapters and spacers.

This means the 790, 798, 759, 794 ignitions all interchange as far as fit. All the tank coils for Motoplat are the same, look at the diagram at the left! SEM i don't know if tank coils all are same.

When you fit an internal rotor for a MOPLAT system, it will require a spacer plate for the stator (#29). This is a loose piece you fool with on this CR type system. It must be there or the internal rotor system stator is not lined up.

This table does not have all the stator plate, stator adaptor, spacers applications filled in.

There is the pre primary kick era 72-81 and the primary kick era 81-88. These two eras use only one adaptor each! to increase the size of the 125 ignition to use on larger motors.

I hope this helps in your spark chasing

Happy Huskys - Craig

MegaClassifieds #35

very nice **83 500** for sale ready to race pictures on site below klik below <http://community.webtv.net/ossakid82/OSSALAND>

Leland Loper, 204 Leudinghaus Road , phone 360-291-3524 Chehalis WA 98532, ossakid82@webtv.net (Leland Loper)

For sale **1979 wr 390** asking \$1000 runs great..new top end includes lighting kit healight/tailight 3 gas tanks (black cr/ red wr/ plastic malcom smith) speedo extra rims.. located middlebury vermont call 802 388 4376 email decurran@together.net ask for tom curran

Hi, creig my name is andy, I live in kansas city. And I have a 1973 cr250 that has been 95 percent restored. Everything is orriginal, runs very strong! Needs the decals. I think that only someone from your club,would truly enjoy this bike. Frame# is, mk14380 motor# is: 20330275 I am thinking that it should be in the 4 to 5,000.00 range. If you think you might know someone that would like this bike for their collection, please let me know, thanks, andy 816-516-6401 is my number. If you have any questions, call me anytime, I do need to sell asap. "charlene lewis" <deemann3@msn.com>, deemann3@msn.com

For Sale 1983 Husqvarna 500CR. Nice clean motorcycle, runs and looks good, no issues .Nice tank, nice plastic, new metzlers, 2650.00 Al Hurt, alfredhurt@aol.com 304-634-0459

wanted 1974 husqvarna cr 125 core motor, 2035. dave

home-541-998-6385, cell-541-619-4981 , gillettehidi@aol.com

For sale parts off a 73 Husky CR250. Exhaust \$45, front wheel \$40, rear wheel \$45, front/rear brake plate \$15ea, frame \$50, swingarm \$20, seat \$25, tank \$50, forks \$50, triple clamps \$20, carb \$40, rear axle \$15, front axle \$10, rear brake stay \$15, intake housing casting \$50. Pic"s available. Prices in US dollars. Shipping extra. Call Steve 416 281-8848 or sray8848@rogers.com

For sale parts off an 84 Husky WR400 liquid cooled. Lower end, pipe \$30, silencer \$20, wire loom \$10,

swingarm \$20, forks \$50, front wheel \$40, rear wheel \$65, rear brake plate \$20, seat \$45, tank \$45, front fender \$25, rear fender \$20, left number plate \$20, right number plate \$25, front number plate \$20, air box (inc"s lid and filter holder) \$20, kickstand \$10, chainguard \$5, RH/LH rad shrouds \$15 ea, plus some other odd"s and ends. Pic "s available. Prices in US dollars. Shipping extra. Call Steve 416 281-8848 or sray8848@rogers.com

For sale 1982 Husqvarna XC430. Not running but complete. Rare bike. \$700 US. Can be shipped. Pic"s available. Call Steve 416 281-8848 or sray8848@rogers.com

For sale NOS Husky parts. Right side number plate P/ N 15 19 775-01. Fits all 84 models. \$70, clutch shaft (2) P/N 16 12 345-01. Fits all 82-84 models and some others. \$80 ea, handlebars P/N 15 13 148-01. Fits all 83-87 models. \$50, speedo P/N 15 17 493-02 (km/ mph) fits 87-89 WR"s \$140, speedo (VDO-km/hr) P/ N 15 19 877-01 Fits 80-86 WR"s \$120, piston (std). Fits 72-74 CR/WR 450 P/N 16 10 581-01. Rings not included \$120. Plus a lot more NOS and used parts available. Pic"s available of all parts. Call Steve 416 281-8848 or sray8848

1983 430 WR - Good condition, runs strong, spare gas tank, denver, co will deliver within 100 miles or assist with shipping,\$950, rick field tel 720-341-7476

im selling a 86 430 wr if your interested, "Donald Huffman" <dhuffman@corr.state.id.us>

86 or 84 430 2 stroke all rebuilt with the six speed. new everything in the motor 1500 invested. had ridden it a couple times since rebuild to much power for me. will run but needs a new crankcase cover. Motor was bulit by vintage husky in san marcos california. Looking for some money out of it. looking to get something smaller. has a five gallon tank and new throttle cable. needs some work but this will pick the front wheels off the ground starting out in second with a 200 lb person on the bike. any other info needed let me know. thanks"Donald Huffman" <dhuffman@corr.state.id.us>

For Sale... Good condition 1999 Husqvarna TC610. \$3200 email chaserhawkins@yahoo.com

For Sale: 1980 390 CR Sun rims, front complete w/ tire, axle, brakes, rear rim and spokes, sprocket cover,

brake lever, \$150 for all. 1983 250 CR frame, forks w/ triple tree, shocks, swingarm, 18-in. rear wheel, L.H. side cover, seat, \$150 for all. 1984 510 TE frame, air box, bottom end, coil, top end parts (no cyl or piston), \$150 for all. MS white plastic tank, mint, \$75. Richard P. Smith, CT 203-879-9381

Wanted: tank and front number plate for 1982 250CR. Richard P. Smith, CT, 203-879-9381

Wanted: 1985 CR 500. E-mail me at c5cdn@citlink.net

For Sale: 1972 Husky 450 CR. New paint and decals. Orange tank - good chrome. Stock except white fenders. Also for sale:

mid-70's maroon WR tank - new paint and decals. Call (412) 767-4293 or e-mail PlaneJane21@lycos.com

For Sale: 1982 430 WR Burleson Replica. Great condition, works shocks, M.S. skid plate, Acerbis silencer, bark busters, etc. Ready to ride. \$1500. Call Paul at 219-988-4652, NW Indiana.

For Sale: 1983 250 WR, completely rebuilt. NOS tank, seat, airbox, side covers, etc. New cables, fenders, sprockets, chain, etc. Engine rebuild by Midwest KTM. Powder coat - excellent. \$2900. Call Paul at 219-988-4652, NW Indiana.

For Sale: Hooker Expansion Chamber. Fits 72-74 Husky 400-450. Excellent condition with rechromed heat shield. No rust or dents. \$125. Call Brian at 732-458-6061 (NJ).

For Sale due to Divorce - 3 bikes plus extras: 1977 CR 390, great Evo bike, fresh rebuild on W-P shocks, forks freshly chromed, new seals, extra pipe & wheels, extra motoplat ignition new in box, spare CR 360 motor (shares common transmission clutch & ignition with the 390). Also: two (2) 1974 WR 250s — one complete with Mikuni conversion, extra wheels & backing plates, cables. Second of the 74s is ready to be assembled, total rebuild of motor, Euro rod, bearings, seals, piston & rings (engine rebuilt by Forest Stahl, he is the only one who's worked on these bikes since I owned them), new reupholstered seat, new fenders, new Dunlops on rims. Have lots of extras, carbs, reed cage, shifters, microfiche, CDS owner manuals, Husky fork leg tool, sprocket puller, engine disassembly plate and too many more to list, a garage full. \$3500 or best

offer. Call John at 614-216-6463 after 6 pm, Columbus, OH area.

For Sale: 1987 Husqvarna 430 XC. New seat cover & correct replacement front & rear fenders. Runs strong, needs nothing. Very good condition. Possible delivery within reasonable distance of WV. \$1300 Call Dan 304-455-6271 or 304-771-5618.

Wanted: 79 - 83 Husky's. 250 or big bore CR preferred. Please email or call. I am in Attleboro, MA. renamother@netzero.net H(508)223-4960 W(508)285-1550 Marc

I am about to part out my 91 WXE since the parts are a pain in the ass to find. I noticed your ads on HuskyClub.com. If you have a need for any of these parts, let me know. I do not believe that the plastic is original, but I believe almost everything else is. Overall, the bike is in great shape. I do have an issue getting the spark plug to spark and the petcock leaks. I put a new coil, floats, etc. on it and quit after that did not solve the problem. If you are looking for a part or would be interested in the bike, feel free to call me. I plan on breaking it down next week and putting it on ebay if you have no interest. Thanks! Jeff Stepanik jstepanik@earthlink.net Cell: 832-483-3361

Anybody need parts or complete bike? Center hub and one spring missing from first gear clutch. Everything else worked fine. Standard bore and new clutch shoes in second and third. Dan Thomas, Port Angeles, Wa., DANSRIDING@aol.com

76 360 WR w / 77 forks, small mx tank, and purple tank, runs, mikuni carb, nice bike

84 400WR generally good shape but needs left side cover due to kick cover. Very nice Mike Davis, Clarksville TN, 931-358-3748

i have a husqvarna frame # wn18994 i couldn't find the motor # i have owned the bike 10 years. i am interested in selling. i guess it's a 1982 250 WR it has a six speed trans, "Lance Doty" <doty@mchsi.com>

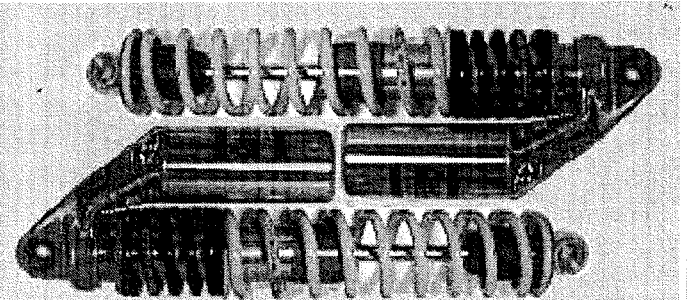
82 250 WR bike is original except for fenders and seat, I would like \$1000 for the bike. I rode it for 3 years and like the bike, but want to get a 4 stroke. Steve Hatfield, Missouri, 417 743 2432, SWH871@aol.com



Heikki Mikola in 1973 using a medium size Lyta tank. Lyta gastanks were a factory racer favorite in this era as well. Check out the tucked in exhaust.

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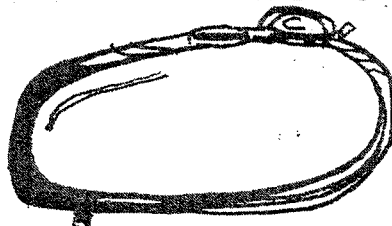
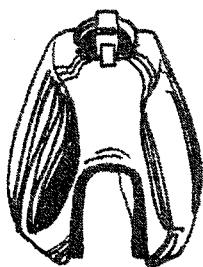


Shown are custom Öhlins for Yamaha HL500



The group of Husqvarna tanks that Hi Point offered is pictured below. They also fit Maico and CZ altho I don't know how well this worked.

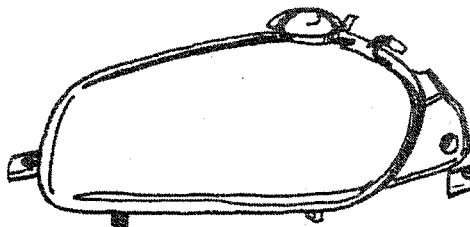
UNIVERSAL MOTO-CROSS TANK



1.5 gallon narrow profile polished aluminum M-X tank. Center hole for fixing to frame.

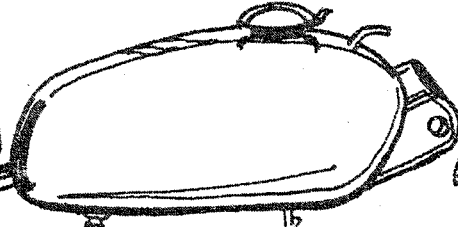
No. 580

HUSQVARNA, MAICO, CZ



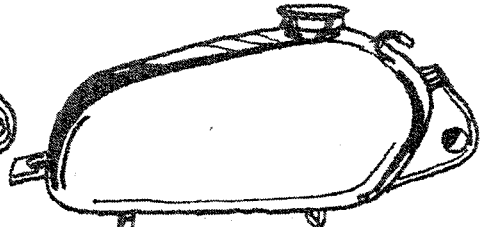
1.8 gallon aluminum M-X tank polished or orange finish.

No. 575 pol.
 No. 575-0 or.



2.4 gallon aluminum tank polished or orange finish.

No. 576 pol.
 No. 575-0 or.



3.0 gallon aluminum tank polished or orange finish.

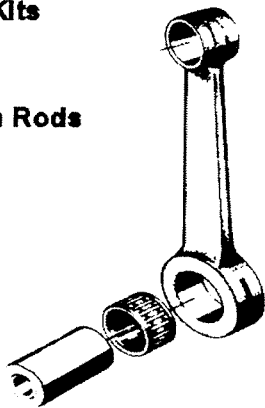
No. 577 pol.
 No. 577-0 or.



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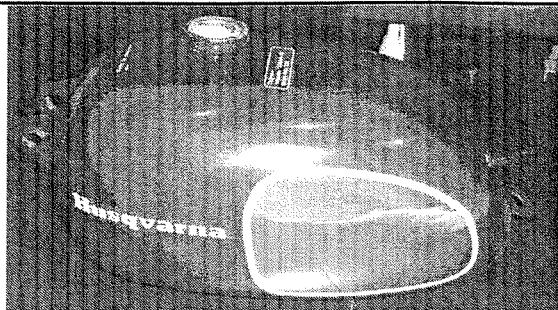


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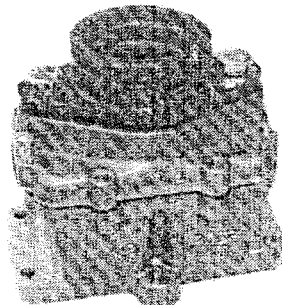
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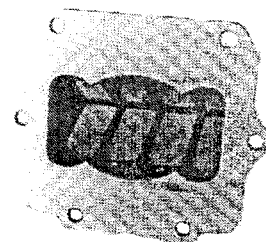


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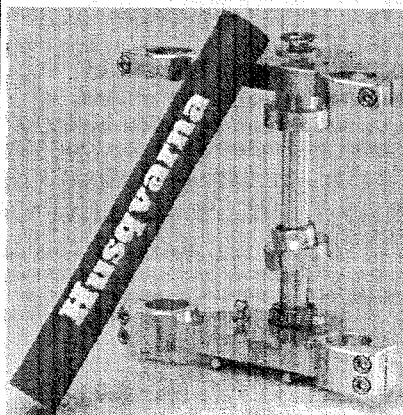
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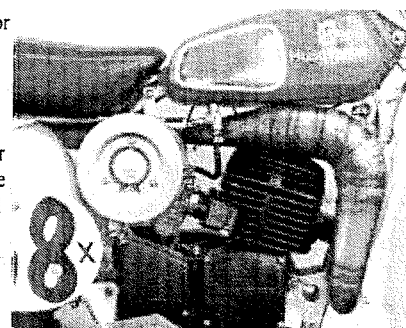


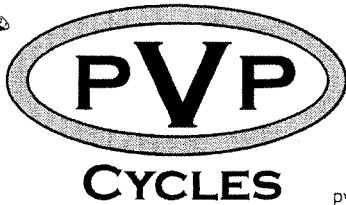
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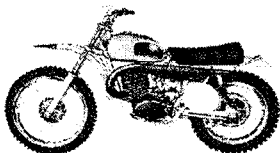
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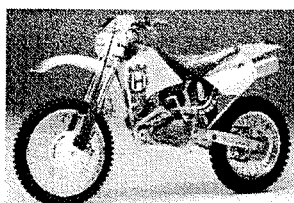
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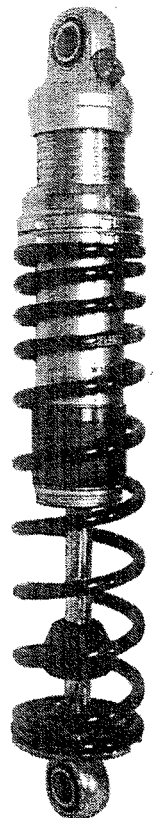
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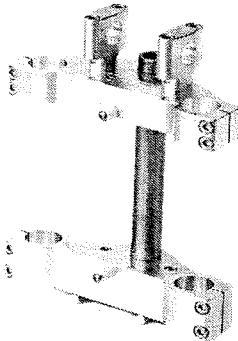


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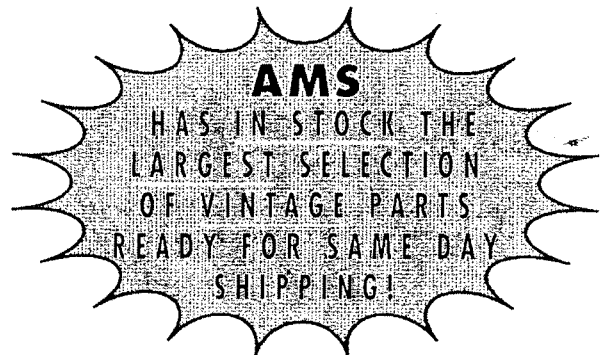
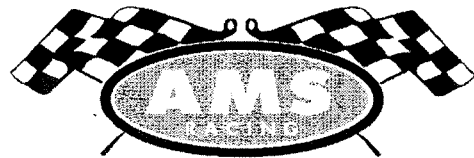
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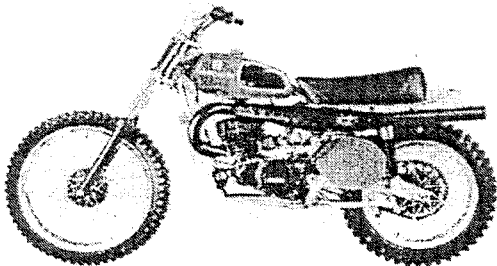
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