

# Husqvarna

## #36 Report



1980 Husky Products tank bag option shown on a 1980 250WR tank. Note the logo on the cover tab. This was a velcro fastened cover, hinged by the three rivets at top, underneath was a clear pocket for map or ck point card. The bag was held closed by buckle/belt at rear.

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## Why do we love these old Husqvarna

by Eddie Bright

Hi Husky club:

I am currently in the process of trying to locate all 4 of the bikes I originally bought in 1973, 1982, and 1983. I thought it would be best if I included a little more information on what I am trying to accomplish. My brother and I purchased a 1973 250 CR and a 1973 400 CR new from a man named Roy Haines, who owned a motorcycle performance shop in Casper, Wyoming. I am currently hot on the trail of the 250 and it appears that it may still be in Wyoming. However, the 400 is being a little more elusive as I don't remember who my brother sold it to and the people that I have talked to don't remember either. All hope is not lost as I still have not contacted everyone that we raced with up there. It is starting to look like a road trip might be necessary in the next month or two. Wrong time of year for that, though.

The 250 CR was mine and I sold it to a guy named Steve Palmer who now lives in Glendive, Montana. I talked with his son on the phone and he does not have the bike anymore. After talking with his cousin Vic Jackson of Casper, Vic thinks that he sold the bike to a man named Robert Price of Casper. I have his phone number and plan on calling him tonight. I can start to smell the old castor oil burning again. This one is getting close, I can feel it.

The 400 CR was my late brother's bike and for that reason I want it back also. We raced in local races around Casper in '71, '72, '73 and '74 before he got into flying hang gliders and stopped riding bikes altogether. A club called the Casper Ghost Riders put on a variety of races there. There was a man named Jack Rowland and he had two sons named Danny and Larry, they rode Huskys and my brother might have sold it to one of them. He also worked in the oil fields during this time and might have sold the bike to someone that worked in the Wyoming oil fields during this time. I have not tried to locate anyone concerning this bike as of yet so I don't have much more than that to go on there.

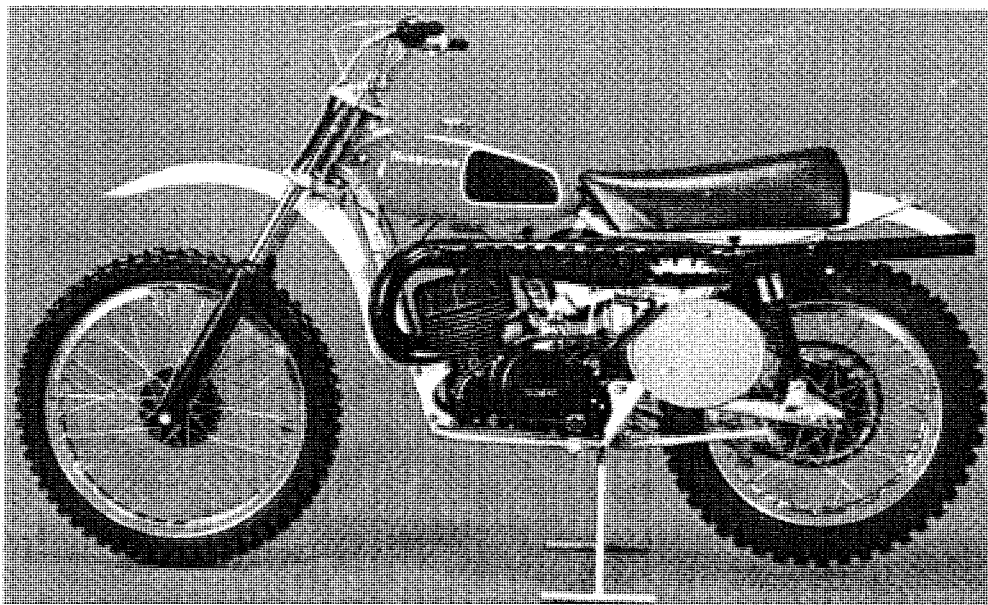
I purchased a 1982 125 XC and 1983 250 XC new from a dealer in Casper in '82 and '83. European Cycle Sales was the dealer and the owners name is Tim Ohler. He has since sold the store but still lives in Casper and restores old bikes for giggles. The two individuals that I sold the bikes to, though, are not living in Casper, and I don't quite know how to find them. I do know where the guy worked that bought the 125. Which by the way I had the dealer install the 175 kit on the 125 XC. The place this guy worked was called Shellabarger Chevrolet and in 1985 was sold and renamed Benson Chevrolet. I sold the 125/175 to the guy who washed cars for them in the spring of 1985. He bought the 125/175, a 1984 Honda XR250, bike trailer and my 1973 Chevrolet Caprice that I hauled the bikes to the races with. I still know some friends from

up there that might remember this guy's name.

Now the guy I sold the 250 XC to lived in Steamboat Springs, Colorado and his name is Dennis Leroy Kelly. We raced in the Rocky Mountain Enduro Circuit from 1981 through 1984. The racing club in Steamboat actually put on one of the races each year in the circuit. We hung around with guys like Fritz Kadlec, Bob Popiel and Dick Burleson. NOT! Those guys just dropped by the circuit every once in a while and spanked our butts. Dennis (we called him Crash) is the type of guy, though, that would probably still own the bike if I could just find his phone number. Another reason for the road trip. He worked as a Caterpillar mechanic and was the type of guy everyone liked. Some of the guys we raced with were the Feuerstein brothers, Randy and Larry. They rode KTMs though.

Once I find these bikes then your web site will be a great asset to me. I am having fun just looking for these bikes and I will keep you informed on the progress complete with pictures if and when I do find these bikes. My goal is to find all four and bring them back to the original showroom condition they were in when I purchased them new 21, 22 & 31 years ago. I scanned

through your web site and noticed that all four bikes seem to have been written about in your newsletter at some point and time. I will look again at these issues and get back to you about getting a copy of them for nostalgia reasons. Of all the bikes that I have owned or raced in my life, and there have been over fifty different ones, these four bikes



hold a special place in my heart and memories. I will locate them if they still exist.

Keep the rubber side down unless you mean to get it upside down,

Eddie Bright

P.S. If you see a guy with a blue helmet on that says TEAM DNF Racing, and his jersey reads Crash Kelly on the back, watch him close, because he will wreck. When he does, ride over to him and ask him if he will call Eddie Bright at 580-763-4445 as soon as he crawls back to his truck, I'm looking for him.

Hello Husky folks:

I hope that you have received my snail mail application for club membership and \$20.00 and a brief letter that I sent last week explaining what I am attempting to do. First off I would like for you to know that I am having a blast playing Sherlock looking for these four Husky's. Second, feel free to use any or all of our correspondence to fill up your newsletter ( which I am looking forward to receiving ). I promised to keep you up on the progress that I make on all of the bikes. My plans are to search until I find

the bikes or until I find out the demise of the bikes. As you may have guessed by now the project that I am attempting is no small matter. Odds of me finding one of these exact bikes is slim and none let alone finding all four of them. The only way to be positive that I have located any of these machines would be by serial numbers. The fact that I don't have these serial numbers makes it that much more difficult. Thank god the manufacturers keep better track of that stuff than I do.

I will give each of these bikes a number as to make it easier for me to keep track of them with you. Bike # 1 will be the 1973 250CR. Rating this bike on a scale of difficulty in finding from a 1 being easiest to a 10 being hardest I will have to give it a solid 9. The bike being 31 years old and having purchased the bike when I was 18 and selling it at 20, the fact that I can even remember who I sold it to is amazing. Now that I live 950 miles away from where I purchased and sold the bike helps justify a 9 rating. Update on bike # 1, I am still trying to locate owner # 3. It seems he is never home when I call. Chances are that he does not still have the bike and for that matter the trail has turned cold. Just wait till I get the serial numbers so I can do some real PI work.

Bike # 2 will be the 1973 400CR. The trail on it has really not even gotten off the ground yet. I have found some more phone numbers of people at we raced with in Casper so tonight's phone calls may shed a little light on the 400CR. With my brother passing away and me not remembering who he sold the bike to, I will have to give this bike a rating of 10 on the difficulty scale. It is no doubt to me that this is going to be the hardest of the four bikes to find. I should probably be spending more time looking for this bike, but I have some interesting leads that are keeping me looking in another direction.

Bike # 3 will be the 1982 125/175XC. One of the best leads that I have come across to find these fine machines was to track down the man who had the Husky dealership in Casper during the 1980's. As luck would have it I did find his mothers phone number and then was able to leave a message on his answering machine. While I was chasing other phone numbers down he called me back and at the end of the message he left me he said "Oh by the way I think I have your 125 in the basement. Call me back and describe it to me." When I heard this my jaw bounced off of the table. A quick call back to him and referencing back and forth on what all we did to the bike while I owned it has almost confirmed it to be my old 125/175XC. Most of the bike is still there and will need some TLC to get it back to original shape, but it is a starting point with which I can work on. Tim has still got to have his ex-wife pull up the dealerships old records from the early 80s to get the serial numbers, and then we can verify that we have the right bike. He said that he only sold two of those 125XC models and he only put the 175 kit on mine. Being the only Husky dealer in Wyoming at the time the chances are we have found my old bike. I'll know for sure Friday evening.

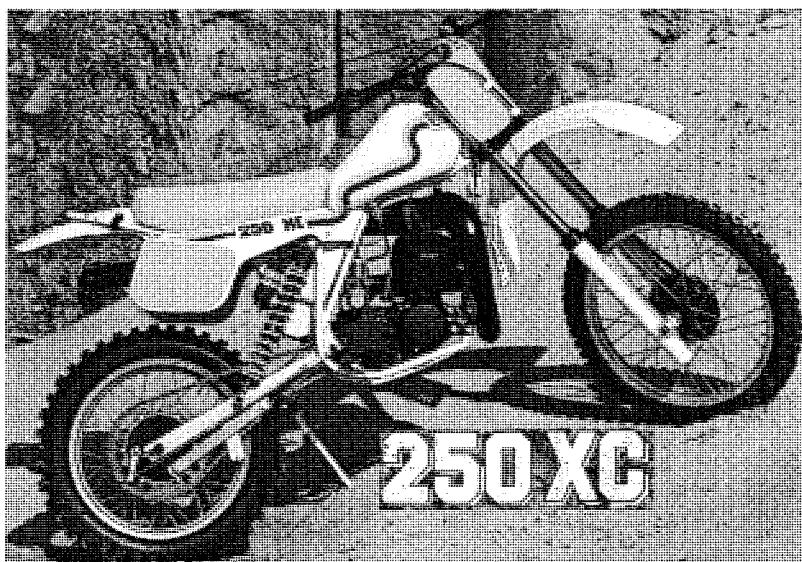
By this Friday Tim will also have gotten hold of the man that sold my brother and myself our 1973 bikes. He can then inform us on where he purchased the machines and from there we should be able to get the serial numbers for them. I really didn't

know that I had this spy stuff in me. The man that we bought the 73s from may also be privy to who may have them now. By the way, difficulty rating on Bike # 3 would have been a 9. The chances of me tracing down the wash boy at my old place of work were not that good. I'm just glad that he traded the bike in over 15 years ago.

Bike # 4 is the 1983 250XC. This is my favorite bike of the four and I still can not find out what Dennis Kelly's phone number is. I am planning a road trip to Wyoming and Colorado in a week and a half to pick up the 125 and ask questions from some of my old friends that are still alive. I will take a phone book from up there and bring it home to use as a reference down the road. Originally I felt the difficulty rating on this bike would have been no more than a 2 or 3. Of course I felt that I would be able to get hold of Dennis fairly easy. Now that I am having troubles finding him the rating on this bike has got to be a 6 or 7 now. I still have not contacted the people from the enduro circuit in Colorado and I am sure that when I do then I should have a track on this bike as well.

Well Craig I am sorry to have taken up so much of your time but this is something that is important to me. On fathers day

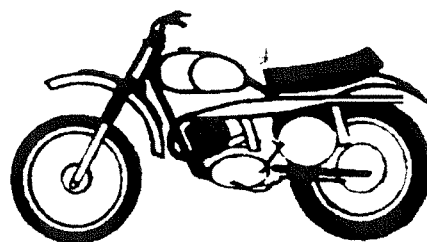
of this year ( June 20, so you don't have to look it up ) my son and I went to a four wheeler race and I cased a double jump and broke my back in three places. The surgery has made it to where I can walk again but my racing days are over. I guess at 50 I should have given the racing up a long time ago. To find and restore these four bikes would mean the world to me and more important it will keep me off of the quads. I have a new digital



camera for this project and the pictures will be coming as soon as I am sure we have found one of these bikes. My plans are to document the chase and recovery all the way to complete restoration. Like I said earlier if you want to use some of this stuff in your newsletter just let me know. It is alright with me. Keep riding, it's what keeps me young.

Eddie Bright

PS If you find Crash Kelly for me, ask him if he remembers the time he stuck his Husky up in the pine tree at Chadron, Nebraska. It really was funny to see a bike 8 feet up a tree, wedged just above the turn right arrow.





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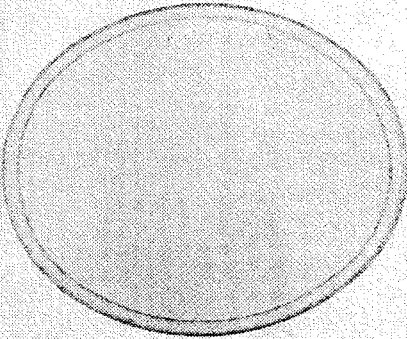
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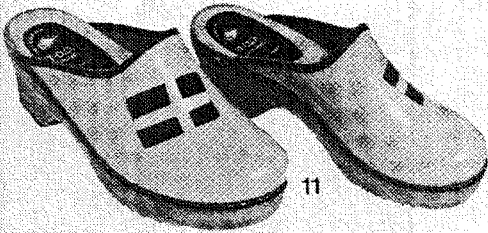
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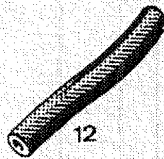
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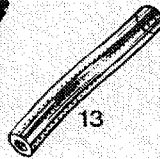
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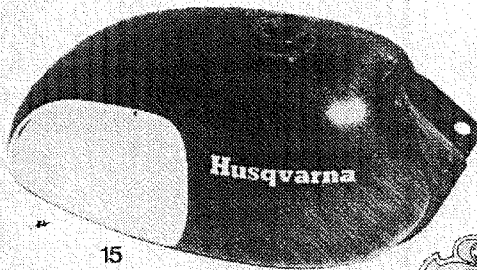
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125 CR 175 CC

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TEAM Husqvarna

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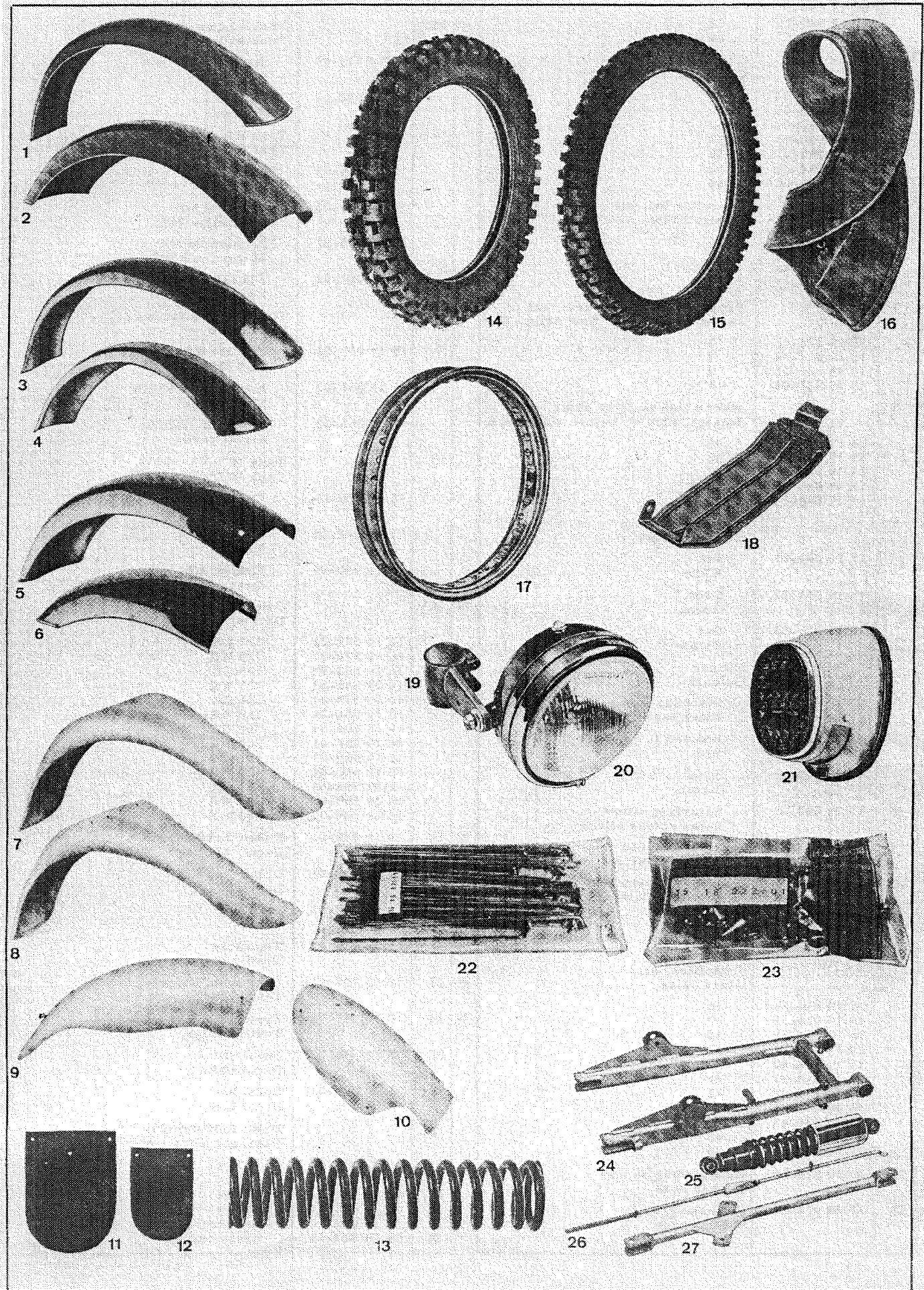
cross country

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Bild Fig.	Det. nummer Part number	Benämning Description	Bild Fig.	Det. nummer Part number	Benämning Description	
1		Rockar, stl Coats, size	14		Tank 11, 8 l: Tank 11, 8 l:	
	50 19 992-01	48		15 14 053-01	Röd 250 WR Red 250 WR	
	50 19 991-01	50		15 14 053-02	Maroonröd 400 WR Maroon red 400 WR	
	50 19 990-01	52	15		Tank 13 l m. bakre fäste Tank 13 l w. rear attachment	
	50 19 989-01	54		15 14 042-01	Röd Red	
	50 19 988-01	56		15 14 042-02	Gul Yellow	
	50 19 987-01	58	16		Tank 7 l: Tank 7 l:	
	50 19 986-01	60		15 14 045-05	Röd MK Red MK	
2		Overaller, stl Coverall, size		15 14 045-06	Lejongul MK Lionyellow MK	
	50 19 999-01	48		15 14 045-07	Maroonröd MK Maroon red MK	
	50 19 998-01	50		15 14 051-02	Blå ML 175 cc Blue ML	
	50 19 997-01	52	17		Tank 7, 8 l aluminium: Tank 7, 8 l:	
	50 19 996-01	54		15 14 055-01	Röd 250 CR Red 250 CR	
	50 19 995-01	56		15 14 055-02	Maroonröd 360 CR Maroon red	
	50 19 994-01	58		15 14 055-03	Signalgul 125 CR Signal yellow	
	50 19 993-01	60	17		Tank 10 l: Tank 10 l:	
3		Overaller blå, stl Coverall blue, size		15 14 040-05	Orange 450 MJ Orange 450 MJ	
	15 19 833-46	46		15 14 040-06	Röd MK Red MK	
	15 19 833-48	48		15 14 040-07	Orange MK Orange MK	
	15 19 833-50	50	N 18		Dekaler, motor Decals, engine	
	15 19 833-52	52		16 19 573-01	125 CR	
4		Tröjor, gula m. blå ärm, stl Jerseys, yellow w. blue arms, size		16 19 574-01	125 WR	
	15 19 821-03	3		16 19 603-01	175 CC	
	15 19 821-04	4		16 19 592-01	175 WR	
	15 19 821-05	5		16 19 553-01	250 CR	
	15 19 821-06	6		16 19 554-01	250 WR	
5		Jackor, blå m. gula sidor, stl Jackets, blue w. yellow sides, size		16 19 604-01	360 CR	
	15 19 828-46	46		16 19 555-01	360 WR	
	15 19 828-48	48		16 19 565-01	400 CR	
	15 19 828-50	50		16 19 582-01	400 WR	
	15 19 828-52	52		16 19 556-01	450 CR	
	15 19 828-54	54		16 19 559-01	450 WR	
6		Nummerplåtar Number plates		16 19 594-01	460 MX	
	15 19 001-01	Vit White		N 19	15 19 048-01	Dekal, luftfilter Decal, air filter
	15 19 001-02	Grön Green		20	15 19 036-01	Dekal Decal
	15 19 001-03	Gul Yellow		21	15 19 037-01	Dekal Decal
		Färger Colours		N 22	15 19 835-01	Tygmärke Textile badge
7	15 19 009-01	Svart för motor, avgasrör 1/3 l Black for engine, exh. pipe		N 23	10 93 007-01A	Tygmärke, overall Textile badge, coverall
7	12 29 208-01	Röd 1/3 l Red		N 24	10 96 038-96	Tygmärke, Blazer Textile badge
7	12 29 207-01	Silver 1/8 l Silver		25	15 19 046-01	Dekal vit Decal white
8	15 19 040-01	Sprayfärg silver Spray colour silver		26	15 19 047-01	Dekal blå Decal blue
9	15 19 034-01	Sprayfärg röd Spray colour red				Dekal luftfilterkåpa Decal air filter cover
10		Loctite låsvätska Loctite lock fluid		27	16 19 618-01	125 cc
	50 11 360-01	AAV		27	16 19 619-01	175 cc
	50 11 127-01	aa		27	16 19 620-01	250 cc
	15 19 292-01	EV		27	16 19 621-01	360 cc
N 11		Tråtofflor, stl Clogs, size		28	16 19 622-01	motocross
	15 19 834-36	36		29	16 19 623-01	cross country
	15 19 834-37	37				
	15 19 834-38	38				
	15 19 834-39	39				
	15 19 834-40	40				
	15 19 834-41	41				
	15 19 834-42	42				
	15 19 834-43	43				
	15 19 834-44	44				
	15 19 834-45	45				
	15 19 834-46	46				
12	50 10 595-10	Gummislang/m 5x8 Rubber hose				
13	11 28 072-20	Plastislang/m Plastic hose				

## Husqvarna Accessories Catalog # 10 12 045-96

printed April 1975 - 30 years ago! these are some of the items that a dealer could have ordered from Husqvarna as a replacement or upgrade for a customers bike. As you look thru swap meets and ebay this will help you with identifying some of these items. The two pages here are #8 and #9, the two following pages are #7 and #8.



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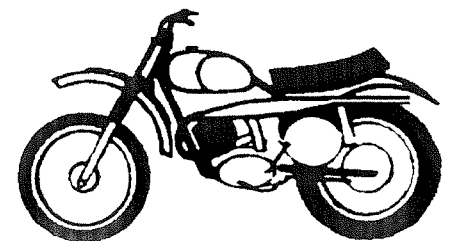
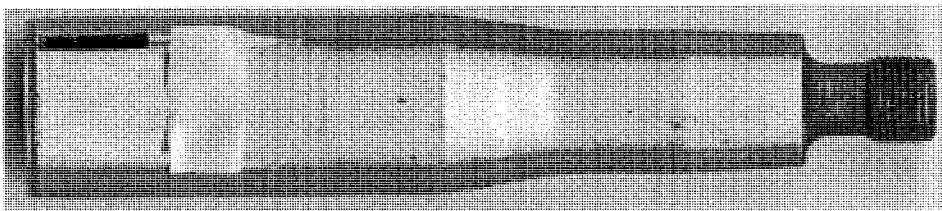
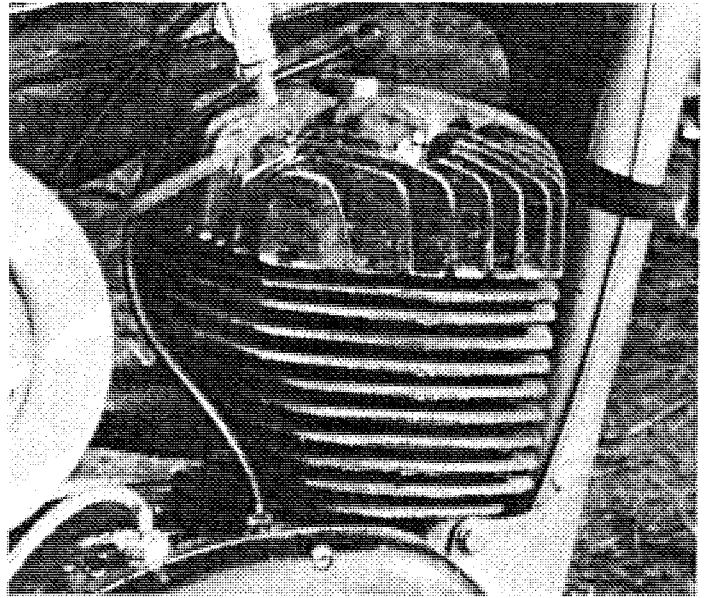
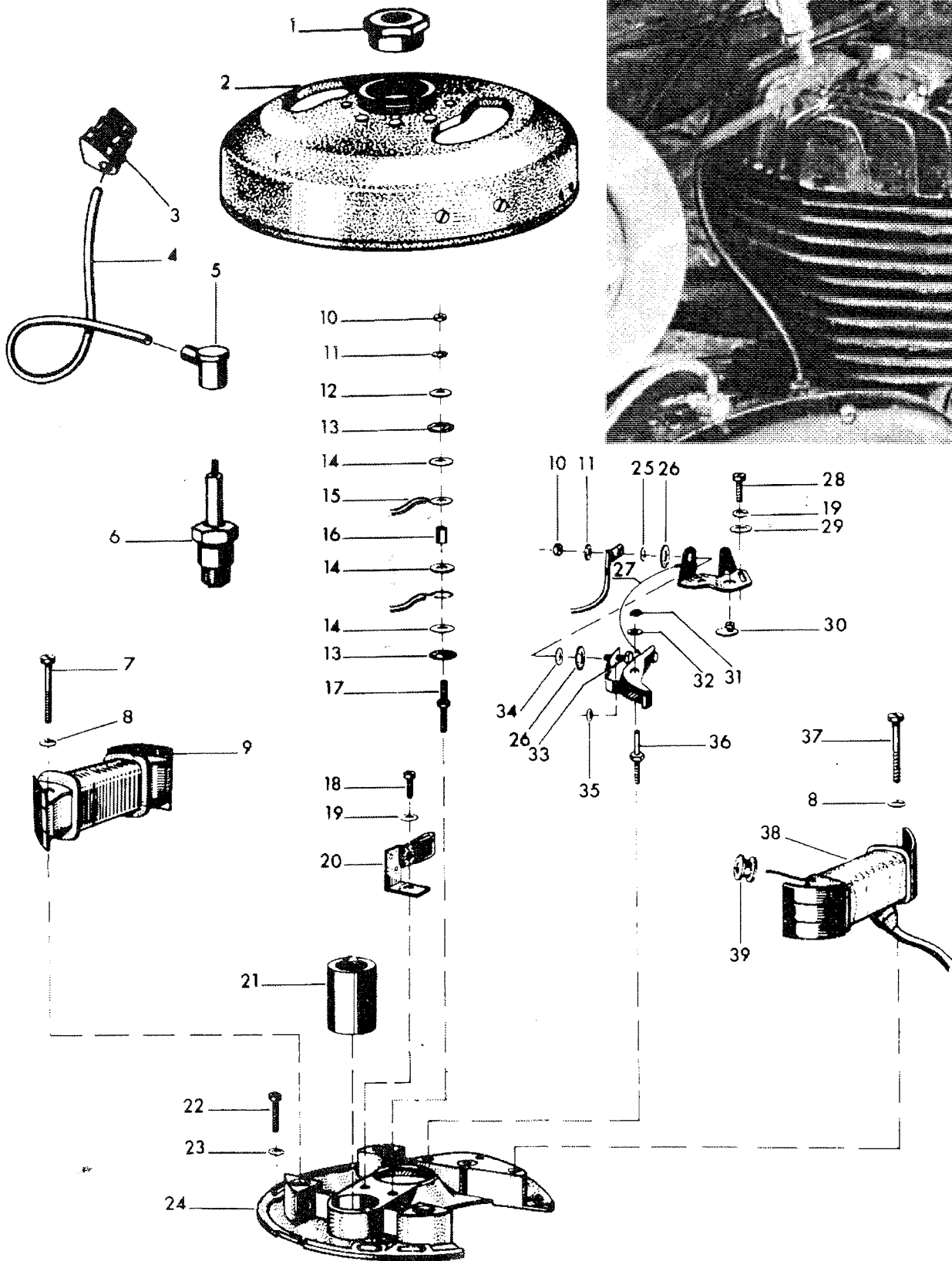
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Bild Fig.	Det. nummer Part number	Benämning Description
		Stänkskärmar: Mudguards:
1	15 18 013-03	Röd fram Red front
2	15 18 123-01	Röd bak Red rear
3	15 18 001-03	Aluminium fram Aluminium front
4	15 18 018-01	Rostfri fram Stainless front
5	15 18 125-01	Rostfri bak Stainless rear
6	15 18 117-02	Aluminium bak Aluminium rear
7	15 18 033-01	Plast fram "Betor" Plastic front
8	15 18 031-01	Plast fram "HVA" Plastic front
9	15 18 134-01	Plast bak Plastic rear
10	15 18 131-01	Stänkskydd plast Splash guard plastic
11	15 18 112-01	Stänkskydd gummi bak Splash guard rubber rear
12	15 18 010-01	Stänkskydd gummi fram Splash guard rubber front
13		Stötdämparfjäder för 15 10 507-01 Spring f. rear suspension
	15 19 822-01	15,8 N/mm (90lb/inch)
	15 19 822-02	17,5 N/mm (100lb/inch)
	15 19 822-03	19,3 N/mm (110lb/inch)
13		Stötdämparfjäder för 15 10 570-01 Spring f. rear suspension
	15 19 823-01	19,3 N/mm (110lb/inch) (gul, yellow)
	15 19 823-02	22 N/mm (126lb/inch) (blå, blue)
	15 19 823-03	24,9 N/mm (142lb/inch) (röd, red)
14		Bakdäck: Rear tyres:
	15 16 677-01	3,50 x 18 2 ply
	15 16 626-01	3,50 x 18 4 ply
	15 16 679-01	4,00 x 18 2 ply
	15 16 507-01	4,00 x 18 4 ply
	15 16 619-01	4,50 x 18 4 ply
	15 16 649-01	4,50 x 18 6 ply
15		Framdäck: Front tyres:
	15 16 124-01	3,00 x 21" 2 ply
	15 16 027-01	3,00 x 21" 4 ply
16		Innerslangar: Inner tubes:
	15 16 627-01	3,50 x 18"
	15 16 508-01	4,00 x 18"
	15 16 028-01	3,00 x 21"
17		Fälgar: Rims:
	15 16 025-02	21" stål HVA framnav 21" steel HVA front hub
	15 16 080-01	21" SG, SH, SI

Look at the headlite, it is an RT style Lucas. This was not a common headlite to use on Husqvarna by 1975. Most common would be a Preston Petty white headlite/numberplate combo! Small Penton style would be more common as well. I do not recall seeing any Husky dealer ever selling these for enduro use. The small oval tailite is a Hella unit very common on Swedish, German, and Euro small street bike of the 50's and 60's. Again, by this time a PP fender/lite would be used or a rubber flap style with a Deitz marker lite.

Bild Fig.	Det. nummer Part number	Benämning Description
	15 16 099-01	21" alu Leleu nav 21" alu Leleu hub
	15 16 143-01	21" alu utan kant Leleu nav 21" alu without edge Leleu hub
	15 16 085-01	21" alu HVA nav 21" alu HVA hub
	15 16 142-01	21" alu utan kant HVA nav 21" alu without edge HVA hub
	15 16 502-01	18" stål HVA nav 18" steel HVA hub
	15 16 644-01	18" alu Leleu nav 18" alu Leleu hub
	15 16 571-01	18" alu HVA nav 18" alu HVA hub
	15 16 680-01	18" alu utan kant HVA nav 18" alu without edge HVA hub
18	15 19 363-01	Avbärarplåt ML → Protector plate
19	15 12 158-01	Lykthållare/st Light attachment/pcs
20	15 17 137-01	Strålkastare m. nyckel Head light w. key
20	15 17 192-01	Strålkastare m. ktr. lampa Head light w. contr. lamp
21	12 22 345-01	Baklykta Rear light
22		Ekersatser Spoke units
	15 16 620-01	Bakhjul 175 cc - 450 cc Rear wheel
	15 16 652-01	Bakhjul 125 cc Rear wheel
	15 16 139-01	Framhjul "HVA Ø 140" Front wheel
	15 16 087-01	Framhjul "HVA Ø 160" Front wheel
	15 16 651-01	Framhjul 125 cc Front wheel
	15 19 817-01	Framhjul "Leleu Ø 140" Front wheel
23	15 16 022-01	Nippelsats Nipple set
		Omb. sts. bakgaffel L=503 mm Reb. set rear fork L=503 mm
24	15 10 500-01	1 Bakgaffel Rear fork
25	15 10 507-01	2 Fjäderben Suspension unit
26	15 15 176-01	1 Bromsstång Brake rod
27	15 15 178-01	1 Bromslänk Brake link

The fender choices are amazing, 3 and 5 are RT ss fenders, 1 and 2 are enduro 360c fenders, 3 and 6 are standard alloy mx fenders. "without the edge" means no lip, later style Akronts. 24, 25, 26, 27 are Mag 250 swing arm components. 507 is a Mag shock, 570 is a ML series shock - ck out the spring rates for heavier riders - the 15 19 822-01 springs are what was standard oem on a Mag. The 15 19 823-01 was the standard ML spring.



**16 10 920-01** Bosch early stub shaft - 65-68 era for large Bosch ignitions that had spark plug wire direct from cases, no tank coil.

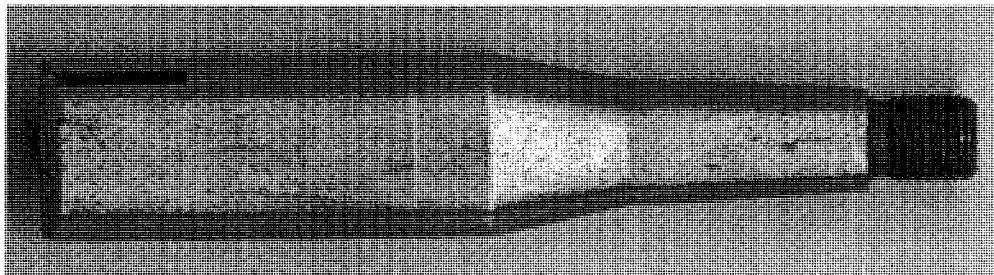


## Stub shafts

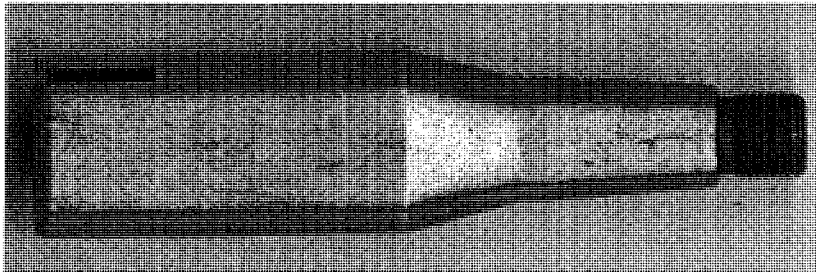
Yes, I made a mistake last issue  
Crank shaft right side for Ignitions



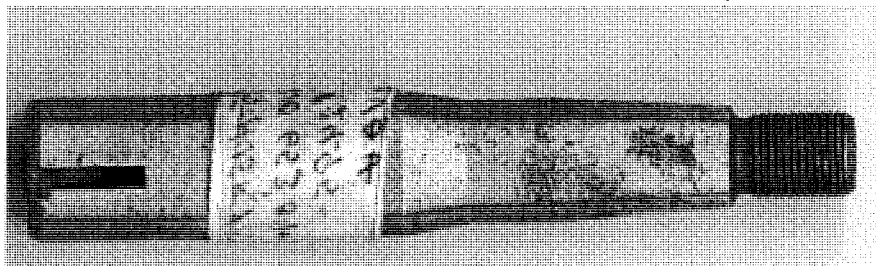
16 10 868-01 Femsal stub shaft - 69 thru 77 era - actual size



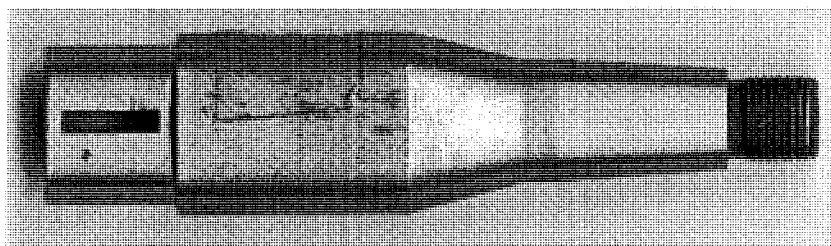
16 11 659-01 MotoPlat stub - 82 thru 88 era - actual size



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

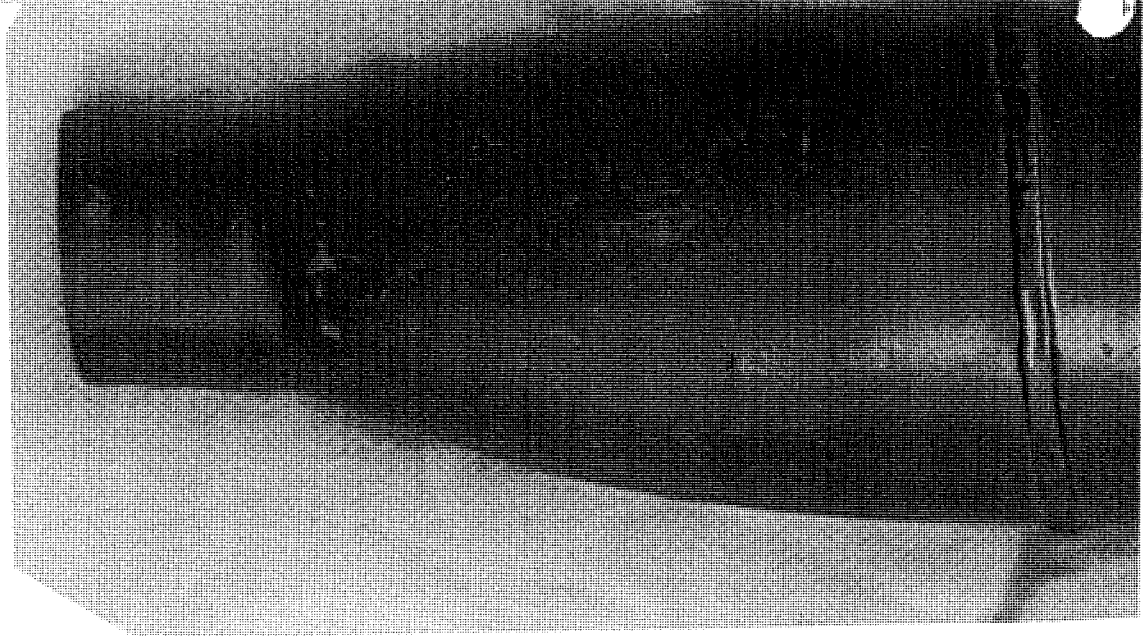
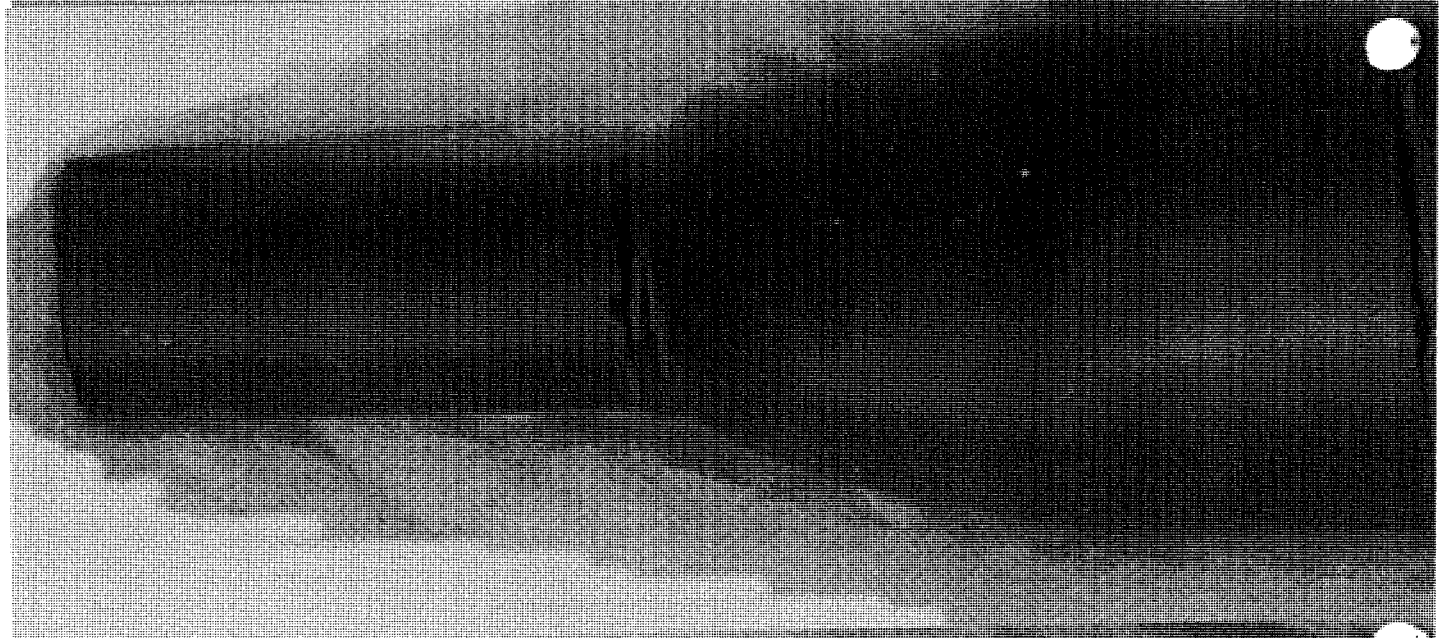
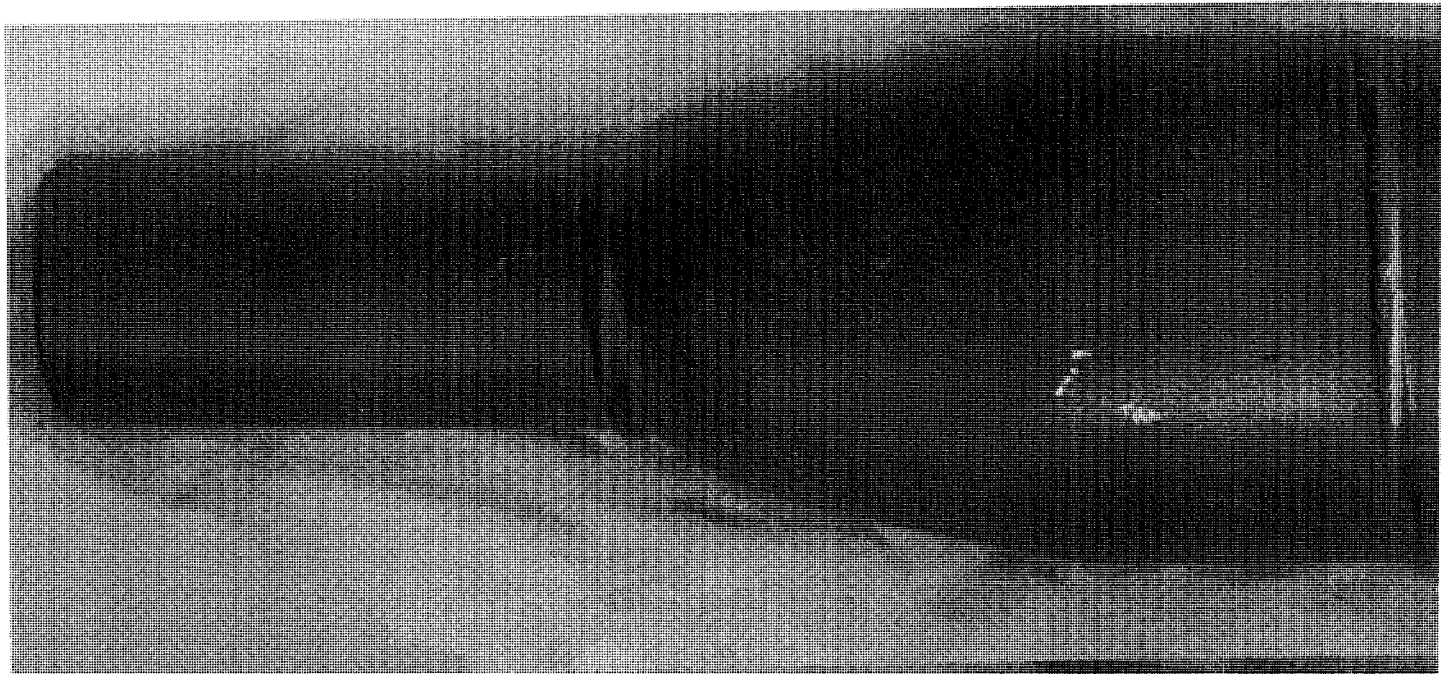


16 19 653-01 MotoPlat stub - 125 motors 72 thru 87 - actual size  
Same taper fit as 16 10 851-01 shown above

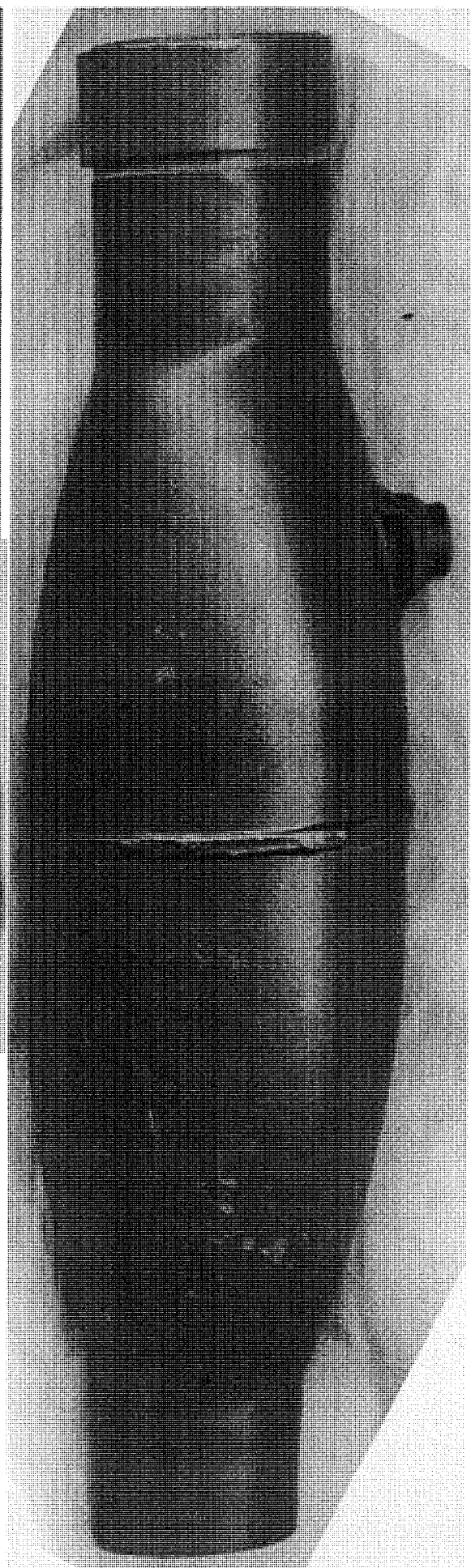
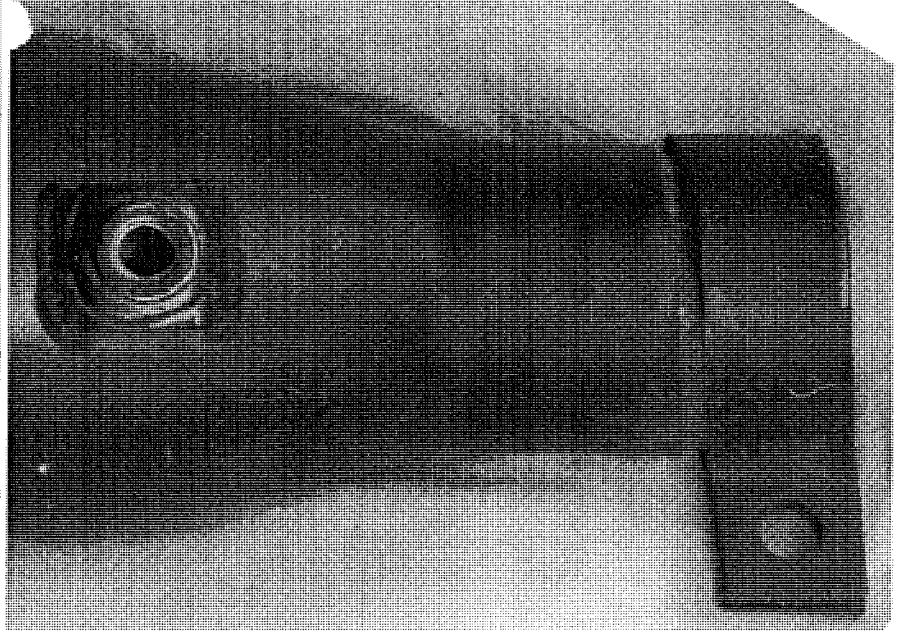
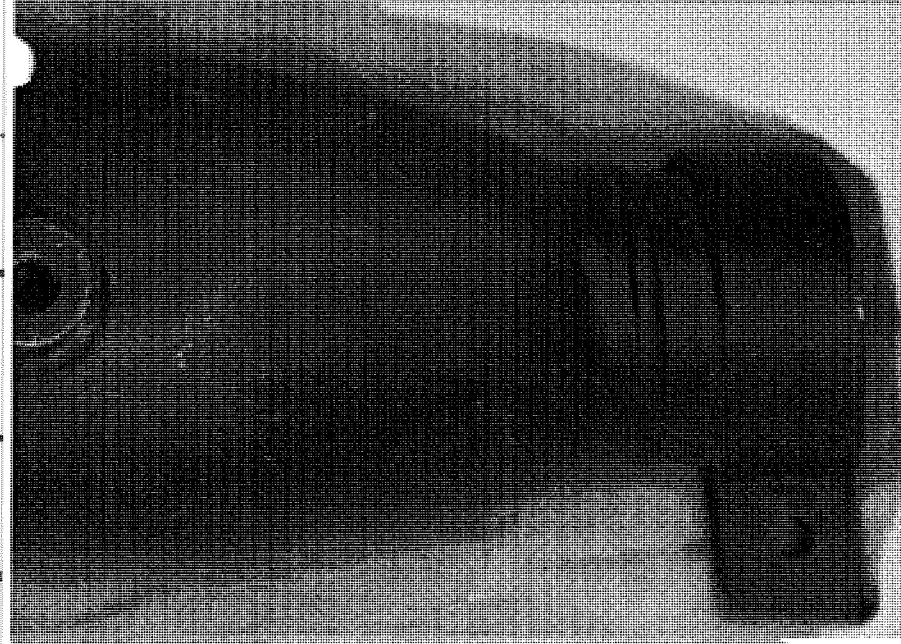
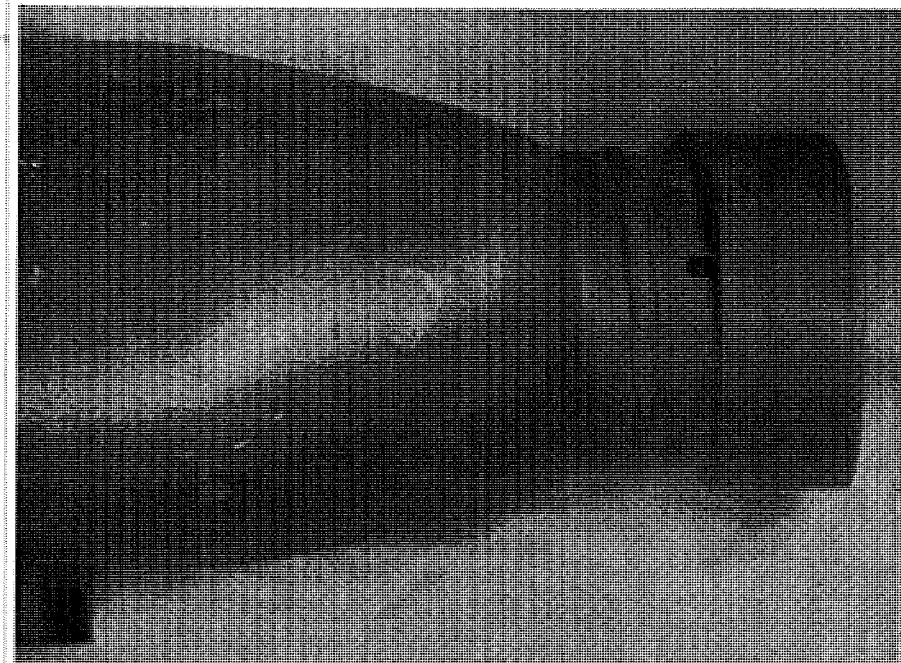


16 11 429-01 MotoPlat stub - 75 and 76 175 only - actual size

The point of this display again is to familiarize you with the common **FEMSA large end** stub shaft which is what all points style Husky use. Also how common the **small** (sometimes called **medium**) stubshaft is. The 125 ignition and the 500 CR ignitions (which are exactly the same unit) fit the same shaft, the larger case 500 required adapter plate and spacer to make fit larger motor!



**1972 and 1973 Husky muffler**  
These hand grenade, sought after units are not easily identified by newer Husqvarna owners. The top two photos are the 73 era, the bottom and side photos show the 71/72 era muffler. This shorter muffler has a baffle which prevents you from putting a stick thru it, while the 73 style is straight thru. The clamp bolt is 8mm on early style and 6mm on 73. The welded side nut plate is 8mm on both and tends to be a weak point to look after or fix. Both are 40mm inlet and fit 125 thru 450s.





## 1972 504cc Big Bore

By Tosh Konya

During the early 70s Husky was still actively working on military motorcycle projects. One of those experiments was a double-leading shoe front brake which we all know was the evolutionary step from normal single-leading shoe brake to disc brake. Although this brake was never fitted to a production motorcycle, military or sport, it received the acid test in at least two ISDTs.

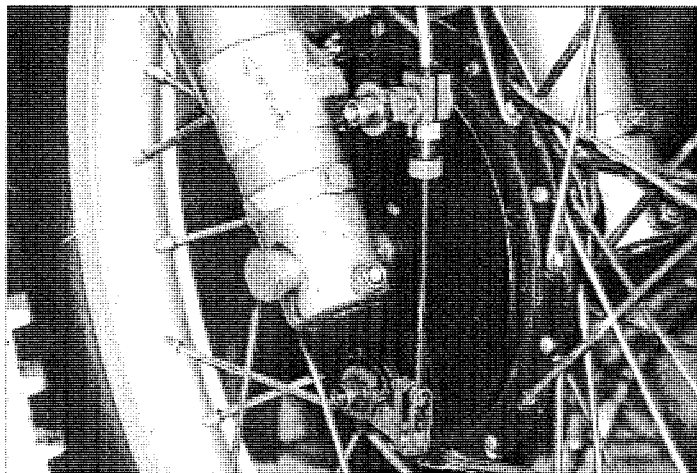
For the 1972 Czechoslovakian ISDT, Bengt Olof Gustafsson built a special bike. This was long before special test scores ruled the ISDT and the Czechoslovakian event was considered one of the toughest with hundreds of miles of highly technical trails. He used a 450 engine overbored to 504 to qualify for the "1300" (500 cc minimum) class which at that time was mostly 4-strokes twins. To help slow the mighty beast, he fitted the prototype, double-leading shoe front brake.

Husky never tested the 504 configuration so Bengt Olof was on his own. He carefully rode his ISDT Special each evening after work until it slowed due to overheating, then his wife would come and get him with car and trailer. That evening he'd carefully sand down the high spots on the piston, reassemble the top end, then ride it again the next evening - the trick was to find the high spots without damaging the piston as usually occurs in a seizure. It took many evening rides with progressively increasing distance until he was satisfied that the 504 could finish an ISDT.

And finish it did in grand style with Bengt Olof winning

1<sup>st</sup> in class (gold medal) and at that time, it was the first big bore 2-stroke to enter in the 1300 class. To prove it was not a fluke, Bengt Olof repeated his 1<sup>st</sup> in class win the following year at the 1973 ISDT in the USA.

The other entries in 1300 class were riding BMW, Triumph and Maico (1973). Most notable of the riders was Herbert Schek, a gigantic German, who won this class many times on his BMW. It was often said that Schek could carry his 2-cylinder BMW up a hill if the traction was too slippery.



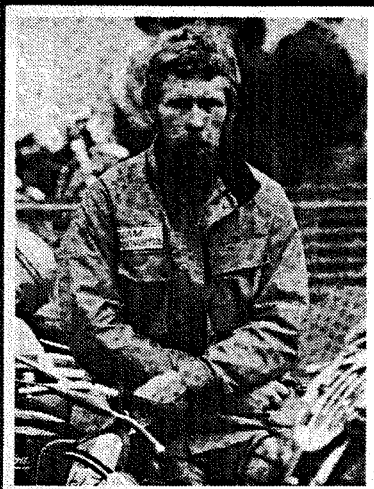
**Bengt-Olof's double leading shoe brake 1972! Maybe this qualifies as documentation for vintage mx applications?**



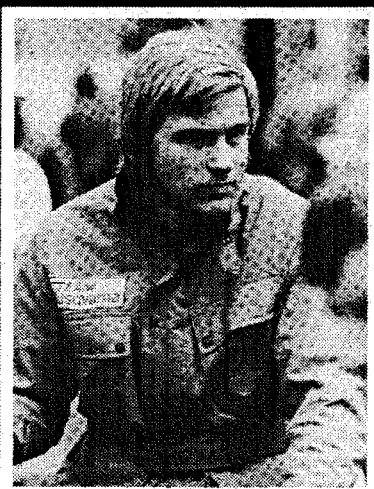
Bengt-Olof Gustafsson, winner of a gold medal and the open class competition, and Swedish Vase team member.



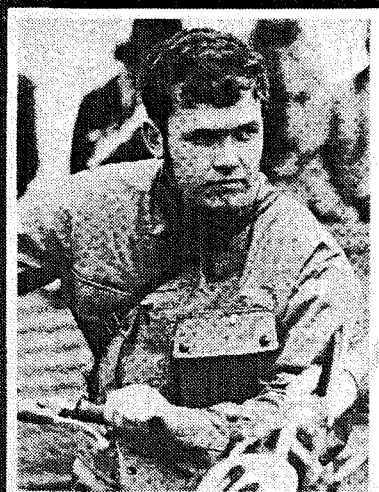
Bengt Bokstedt, Sweden



Ingemar Wernersson, Sweden



Tommy Johansson, Sweden



Anders Hallberg, Sweden



Conny Windisch, Sweden



Kurt Gustavsson, Sweden

# 1973 ISDT Sweden Riders

# Eastwood Company Media Tumbler

By Tosh Konya

I bought one of these machines a few years ago and in appearance and function, I'd say it's pretty similar to polishing machines used by rock hounds to polish their precious finds. My hope was that it would successfully clean and polish bolts, nuts, small brackets, etc. Its full name is "Dual purpose wet/dry media tumbler."

The # 43204 machine comes with two different types of media. The course media is green in color and pyramidal – about 1/4" - in shape and a small amount of water is used with the course media. The fine media looks like shavings from a pencil sharpener, without the lead, and is run dry. There are also two plastic bowls/w lids provided with the # 43204 Tumbler: 9-inch and 7-inch. I've always used the larger size bowl.

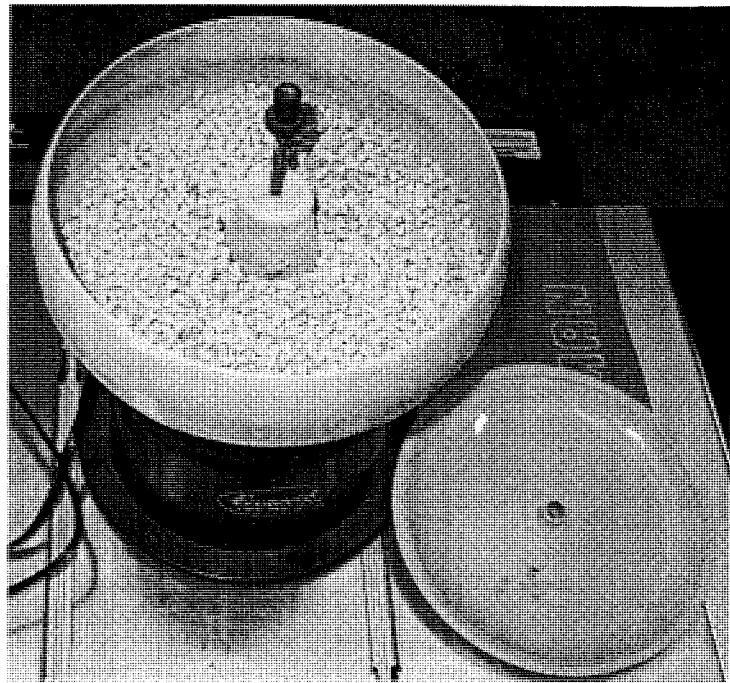
First task as always is to clean grease and crud from any parts to be cleaned. No need to compromise your media with additional filth. Using solvent or contact cleaner and a soft wire brush is good enough. Just put the parts into the bowl with the media, install the lid, then start the machine. The lid is secured by a rubber sleeve with brass threads.

One important point is to secure the machine as it will surely shake its way off of a workbench unless restrained. I always use my venerable Black & Decker Workmate and secure the machine to the top using the Workmate's plastic stops. These stops merely confine the machine rather than actually apply any clamping force.

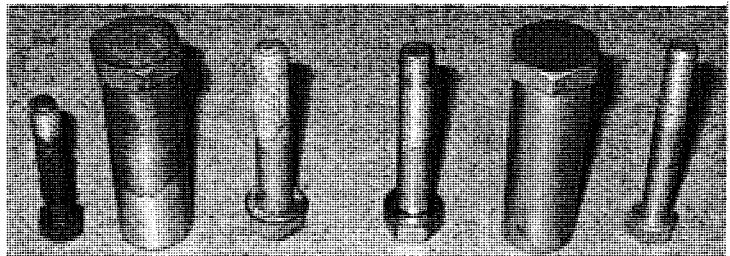
I typically start with the course media and let it run for several hours which is the beauty of this tool – besides the setup it takes very little of your time. Badly corroded bolts can take up to 6-hours to clean. Once the cleaning is done, I remove the parts and switch to the polishing media. Same drill, just shorter time and results are beautiful.

If you're looking for a chrome-like finish to the parts, don't buy this tool. What I like best is that it cleans the "Bufo" bolts to a like-new lustre. I would suspect that the tumbling does cause some of the sharpness of the marking on the bolts heads to be "softened" but it's not objectionable and after all, these parts were made more than 30-years ago! Using a wire wheel on a grinder to clean small parts would work but is labor intensive and could result in a less-than-desirable surface finish.

Two years ago I paid \$132 for this machine which included \$25 for joining their "Buyers Club" and I seemed to recall that membership provided an instant discount of 10%. There are two size machines and I bought the smaller of the two. The current (full) price for this # 43204 machine is \$149 and it comes with a supply of course and fine media. I don't know if they still have the Buyer's Club discount but you could ask.



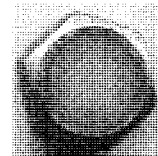
Tumbler with course media installed.



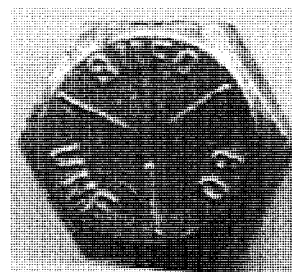
Before tumble

After tumble

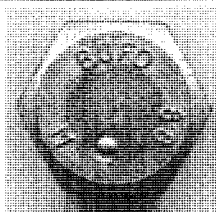
## BUFO Hardware



This is a small bolt head for 6mm or smaller sometimes BUFO and sometimes no marking.



There were 2 places that special UNF BUFO bolts were used. 1) as the 4 ea pinch bolts on the front forks and 2) the 4ea shock mount bolts. These are 3/8" National Fine, an English American size!



This is the typical BUFO head marking you would see on 8mm or 10mm bolts, 1970-78 era

# MegaClassifieds #36

**Wanted:** 1975/81 250cr motors. Perferably with ignition, no broken cases and in reasonable condition. (480) 838-4455 e-mail: laine@aol.com Arizona

**Wanted:** tail light for 1982 AE 420 Auto, in excellent used condition or NOS. Please call Joe (630) 551-0122 or e-mail: ViszlaJoeZinke@aol.com

**For Sale or Trade:** Misc. parts for 1986 WR 400: swingarm, monoshock parts, brake caliper, coolant hoses, etc. if anyone's interested in buying or trading. See my wanted ad above. Joe (630) 551-0122 or e-mail: ViszlaJoeZinke@aol.com

**For Sale:** 1976 WR 250, California bike, runs strong, Portland, OR, \$800 e-mail buckhammer@hotmail.com or (503) 285 2047

**For Sale:** 1999 610 te it needs a little things done to it like the chain tensioner screw hole stripped out and one of the exhaust pipes is broken off but i have the pipe and it needs a back tire and thats about all thats wrong with it i would ask about \$1600 us dollars for it or a little cheaper have all the manuals thanks kyle in, kylerancher@yahoo ,com

**For Sale:** 1971 Husqvarna 250 8-speed, Hi point tank, looks and runs great! Has title. \$1900.00. Call Brian at (949) 248-2591

**1973 (I think) 360WR** that I'd like to sell. I bought it in 1976 and road the wheels off it. I had a buddy with a 400CR that locked-up the transmission and we swapped frames. I stopped riding it in the mid '80s but restarted it in the mid '90s, attached is a photo. Do you know anyone that would be interested? I'm in Birmingham Alabama. Thanks, Bill Burnett 205-871-4601 <bill@burnettequipment.com>

**87' cr250 husqvarna** and I was wondering if you might be interested in it. Its not running but it is complete, it needs a new piston rod kit. I was thinking of either selling it as is, our for parts. Its kind of old and used, but maybe you know someone that could use some parts. If your interested please E-mail me back. Thanks, Paul Paul Hawk <mx\_rulz2001@yahoo.com>

anyone who might be interested in some **360 8-speed pieces** I ave. I have a 1970 complete motor, but I have dismantled it to replace the bearings, but do not have time to put it back together. I have the new bearings except for the wirst pin bearings. The motor was in what I believe to be a 1971 MX frame, The bike was nearly complete - it was missing the chain guard. It has been dismantled also and I started cleaning it up. I have sandblasted some of the parts and have them primered. I also have a 1970 SH rolling chassie with motor. I believe the motor is a 1971. The motor does not have a piston and the bottom end is full of gunk. The bike was stored in a shed for years, so the seat and tank were in bad shape. The seat pan is good, but the tank was full of holes and to be trashed. I also have three tanks that I got with one of the bikes. I have the wheels, axles atc. that go with the bikes. I also have some extra pieces and parts that came with the bikes including an original repair manual for the 360. My intention was to build a 1970 SH out of the two bikes, but I am not able to

complete the project. If possible please advise on any interest. If need be I can provide numbers and pictures. Thanks, Jim Mahaffey <caffbike@yahoo.com>

**76 wr 360.** i was told from my friend i got it from it was a 390 but it had been in the barn so long i think he may have forgot .engine# 2052 frame ml13277, title says 1976. anyway i live in minnesota and i am willing to sell this bike. its complete and all parts on it are in good cond. front headlight plate is gone. engine turns over. trans shifts through all gears. gas tank is nice, no rust inside. i buy and restore 70's yamaha enduro bikes. due to my bad back i dont think i could even kick start it without hurting myself if i did restore it. this would be a easy restore for someone wanting to race vintage models. if you know someone that may be intersted pass this along. i will also be willing to travel up to 300 miles to deliver it. i can send pics "rick johnsen" <rickj@frontiernet.net>

**For Sale Husqvarna 450. Ser. #s. Frame MJ 03024,** Motor 2021 0393. Has compression and turns over freely. Trans runs through gears. Does not run, needs ignition. \$950. Paul - Ohio 440 988 7160 , cbusic@bright.net Happy Holidays ,Amherst, Ohio 44001

**For Sale - 1970 360 cross,** 8speed, very good condition, runs strong, extras \$1500, 530-583-0672, Tahoe City, CA, Robert.

a very clean **1994 Husky WXC 360** with a factory light kit installed. The bike's plastic and seat is in excellent condition. I have a factory spare rear fender and a new front number plate to put bike back into stock WXC form. FMF pipe and silencer. This bike runs great and is very fast. It also has a new front S-12 tire. I can deliver within 100mi of Columbus Ohio. I hate to sell but am not riding it as much lately. Price is \$1,700 obo. Contact Mark at 1-740-862-8689 Or mrandolph@bsdarchitects.com

**Wanted** for '72 MJ Series 400CR:

Silencer (grenade style muffler) p/n 15 14 582-01 (common 250, 400, 450 CR and WR), Cylinder (complete with liner) p/n 16 10 875-01, Armature plate (w/- Motoplat ign. coil attached) p/n 16 14 716-01 (common to 250CR), Flywheel magneto, complete p/n 16 14 713-01 (common to 250CR). E-mail Tim Preston <tim.preston.coachhouse@btinternet.com>

For sale **1999 husky wr 250**, in excellent condition \$2,000.00 o.b.o Let me know if you are interested, Greg q from ohio, "gquetot" <gquetot@ccia.com>

**Two 1990 510 wxe's** for Sale I purchased them new in 1991. Chassis numbers ZHUTE510ULV000066 & ZHUTE510ULV000186. I hate to sell them but I have to I am asking \$4500 for both Please E-mail for questions I thank you Sincerely David, Dav8379@aol.com , (858) 551-8148, California

**two huskys 1983 wr 250** with itc all there just needs to be done. **1982 cr 250** all there but has an 84 tank and itc.tanks r dent free.i can send pics.i am located in rhode island., "Gary D. Duval" <gman71cobra@netzero.com>

**For Sale:** unidentified 1978? CR/WR? 250? Frame # ML27366, engine # 028 whole or parts, mostly complete but engine frozen, fenders weak, forks good. Also unidentified CR 250? frame # XN18276. No seat, engine stuck, has aluminum gas tank w/small dent, no fenders, no top end. All offers/trades considered! Need

parts/partsbike/bike to keep my 86 430 XC automatic running!(Hon/chopper parts/bikes 350-750 SOHC wanted CB radios Kaw H2-H1 parts/bikes wanted). Call Kenny at (850) 434-6585 or e-mail at neverendingcycle@bellsouth.net for part condition/availability.

**For Sale:** Very clean good running cond. 1986 430 XC automatic or trade for good CR 500 or KTM 495. Call Kenny at (850) 434-6585 or e-mail neverendingcycle@bellsouth.net.

**Wanted:** 86 430 XC automatic parts/partsbike/bikes. Need headlight and numberplate assembly, drivechain rubbing block that goes around top/bottom/front of swingarm, chain tension rollers, top end gaskets or gasket set, nice gold wheels. Many other models/sizes have same parts! Also interested in 420 thru 500 running or near-running engine/bike w/pipe that will install into 86 430 frame. Standard shift ok also. Contact Kenny at (850) 434-6585 or e-mail neverendingcycle@bellsouth.net.

Wanted: information on where to purchase new clutches and correct transmission oil for 1986 430 automatic. Also, does anyone have good used clutches/engine/all engine parts, cyl, crank, trans, cases, etc. \*Also does anyone know the correct type, brand, grade specs for the 1986 transmission oil? Contact Kenny at (850) 434-6585 or e-mail neverendingcycle@bellsouth.net.

In NEED of a rear brake caliper and rotor for a 1993 Husky WXC 360, Please email me at [ccnson@aol.com](mailto:ccnson@aol.com) for specifics and PIC's. I do not know if any other years will fit. Thanks

**93 WXC350** \$2500 Completely rebuilt engine, top and bottom. Excellent condition. Recent fork seals & full service. Incredible 4-stroke woods/desert machine. Great, trackable power and stability. Acerbis handguards, upgraded headlight. Good Bridgestone tires. Dual pipes. Includes good used 420cc cylinder and piston. Email for pictures. **Best offer** takes home a beauty!  
[nathan@tuningscience.com](mailto:nathan@tuningscience.com), Nathan Bernard Hood River, Oregon 97031 503-720-5935

**94 WXC250** - \$1500 this bike is in great running cond. New parts f&r brake pads, chain, f&r sprockets, fork seals and bushings, swing arm&rear hub bearings, newer parts, olhils shock with race tec gold valve system, f&r tires, fmf fatty pipe, moose skid plate, bark busters, guts gripper seat cover, f&r excel rims, boysen reeds. left radiator shroud was cracked and fixed by me looks good. great woods, trail bike. kelly blue book is 1700 and nada is 1600 i have all receipts for the above listed parts. and pictures please e-mail me with any ?'s [bwzfamily@interneti.com](mailto:bwzfamily@interneti.com). this bike was not beat on i am a 30 year old good rider that used this bike as a play bike. jim bowser , elizabeth, Illinois 61028

**96 250WXE - \$1500 - FIRST PRODUCTION BIKE FOR THE 1996 250WXE MODEL!** Rebuilt motor with new seals. New swingarm and wheel bearings. New white plastic ready for stickers. Original exhaust has been replaced & is included in the sale. Frame is blue. Bike has been totally gone through. More new parts than old. It is ready to ride! Piston Displacement: 249 CCs Stroke: 2 Cylinders: 1 Speeds: 6 Dry Weight: 222 lbs. Second owner. Purchased in Summer 1997. The original owner had very few hours on the bike before we bought it. Minimal hours since March 2001. ALWAYS maintained and garaged. Ready to ride! Great bike! Excellent deal at \$1500.00/obo. (Sorry, NO international transactions!) Photos @ <http://husky.itgo.com/photo.html> Please send any inquiries to [lakelot4sale@mail.com](mailto:lakelot4sale@mail.com), c damstrom des moines, Iowa 50315 515-287-4226

**2000 WR250 - \$2500** - [jimbartos@attbi.com](mailto:jimbartos@attbi.com), race tech suspension, valves, springs, brand new tires, newer plastic except shrouds, recently changed chain and sprockets, jim bartos/[jimbartos@attbi.com](mailto:jimbartos@attbi.com), carnegie/pittsburgh, Pennsylvania 15106 412-279-2045

**1999 HUSQVARNA TE410**, \$3895 Up for sale is a street legal, with a Baja Designs dual sport kit. This bike was purchased new in 2000 and has limited use. In fact, its still working on the original tires. liquid cooled 4-stroke 399.5cc single cylinder, and single overhead cam with four valves, fed by a DellOrto PHM 36DS carburetor. It all comes together with a good kick-start. Then, the Ducati C.D.I. digital ignition system takes over. The trans is a 6-speed, constant mesh, wet, multi plate version. Both the front and rear disc brakes are from Brembo. The fronts feature a 260mm vented rotor, while the rear uses a smaller 220mm version. The front sus Marzocchi 45mm Upside Down hydraulic fork. The rear suspension uses a Sachs Progressive Damping absorber. fully adjustable, except it ads hi & lo speed damping . Front and rear rims are Takasago Excel. Fuel tank holds 9.1L with the stock unit. You may also purchase a 19L tank if needed. This bike is great for a ride to work or taking a detour along the way. It runs fantastic and is well maintained. Bike comes with dual exhaust. It also comes with the single conversion. The Baja Designs dual sport kit removes in 20 minutes or less. Just relocate the ignition unit, add the front number plate, and your off to win a local scramble or motocross with one of the best four strokes made in the world. Thanks for looking! (360) 815-4996, Bellingham, WA

**Brand new TE250** , ridden once, 12 mile on bike with desert tank and extras. please contact me here, our by email at [knmroberts@sbcglobal.net](mailto:knmroberts@sbcglobal.net) - must sell \$5000

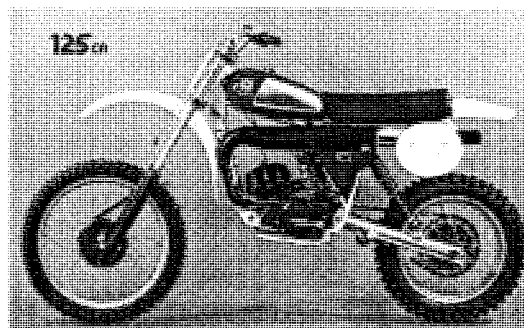
**1979 HUSQVARNA 390** runs great, great shape, pp, \$1200 obo  
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**1986 husqvarna wr 400 enduro** 3rd owner, 1200 original miles, zero time on rebuilt shock motor is very strong, bike is very solid. #wp14775 \$800 this bike is very solid. I am only 3rd owner since new. very strong running motor, zero miles on rebuilt rear shock. sprockets and chain show little wear. (661) 285-5538  
[dave.w.hagan@adelphia.net](mailto:dave.w.hagan@adelphia.net)

**1982 Husqvarna Husky 400 cc** Husky 400 from the 80's for racing. In storage since '94 #hus76y5 \$700 Husky 400 cc from the 80's for racing. In storage since '94. This has been set up for off-road only! Serious only. Thank You Maxwell 626 334-1407

**1978 Husky 250 CR** restored \$1000 - (760) 254-2309

**1977 HUSKY 390cc** completely restored, over 2500 invested, runs perfect, but need new ignition, sac \$1400 obo (818) 515-0437





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Craig,

Enclosed is a check for renewal in the Club. The ML00083 finished its first year in pretty good condition. Outside of sorting out a few minor issues it did an outstanding job this year. This 250 is my first Husky so there was some learning involved and I think I've come to know it rather well. Out of 8 events it finished every moto it started. There were 2 moto's that it decided it wasn't going to run when I flooded it on the line. It ran very strong all year getting better when the jetting got dialed in. Enjoyed its handling and loved the Ohlins that you supplied. We got lucky thru-out the year with the finishes and ended up winning the AHRMA NE Post Vintage Historic 250 Intermediate class. My attitude goes out to you, Forest Stahl, Scott Fetterolf, Tom Boyd, amongst others for the help in resurrecting this basket case.

Thanks,

Rob Shofstahl #88 B

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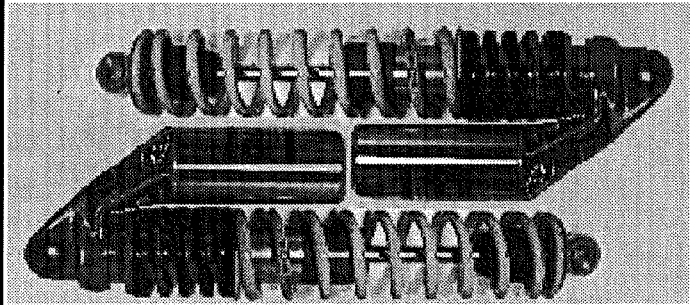
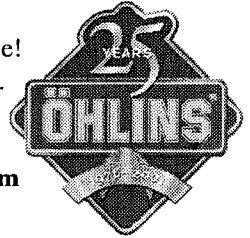
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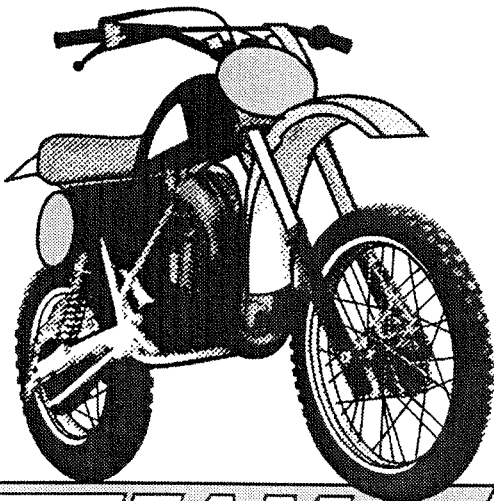
Fax 717-469-8582

[toytec91@aol.com](mailto:toytec91@aol.com)

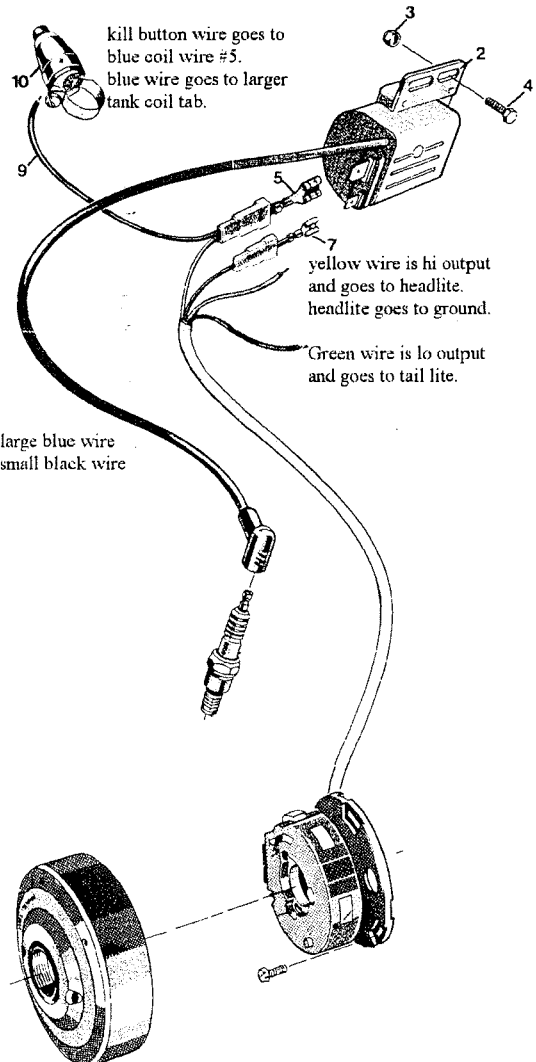
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**TEAM**  
**Husqvarna**

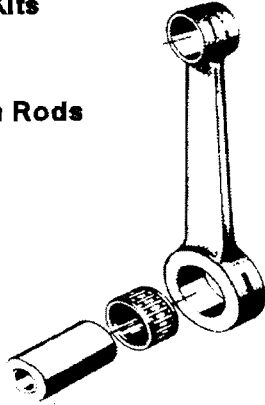




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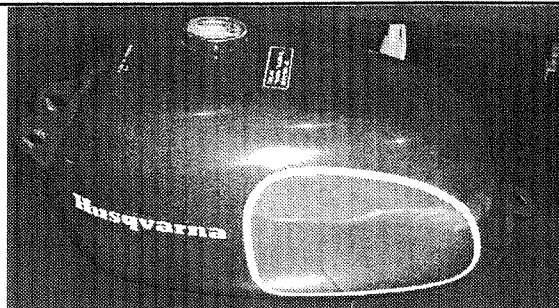
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We offer full motorcycle restoration with  
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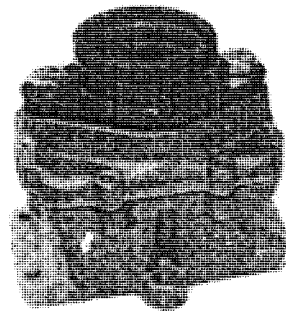


Husqvarna - Bultaco  
Montesa - Ossa

Motoplat - Femsu  
Circle F pipes  
Husky tank painting

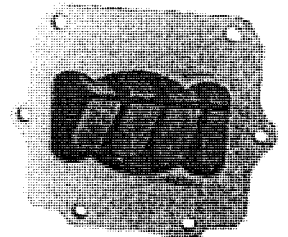


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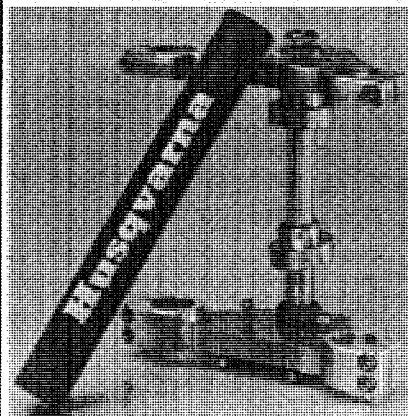
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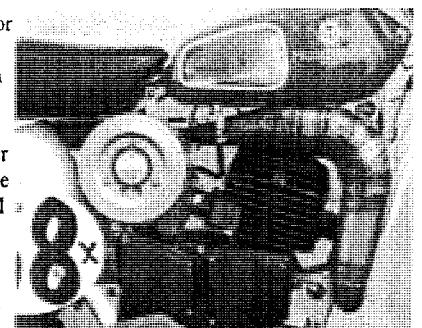


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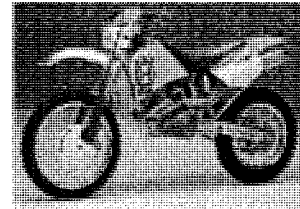


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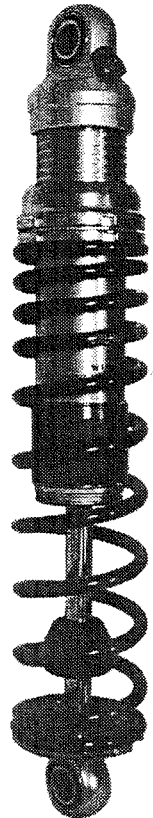
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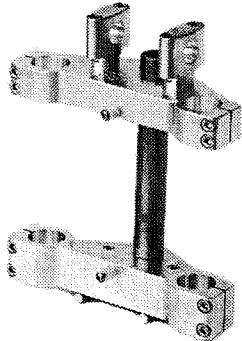


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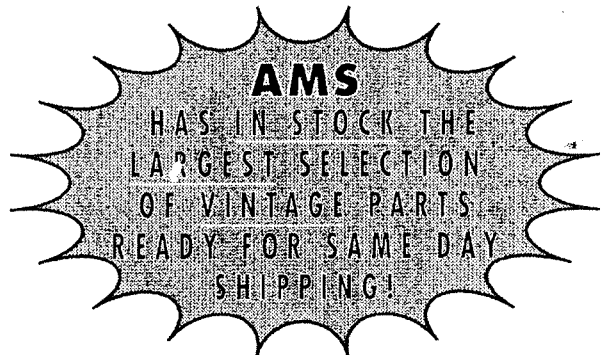
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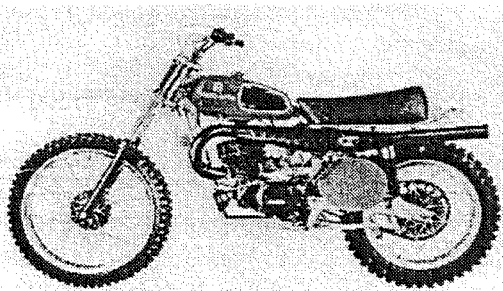
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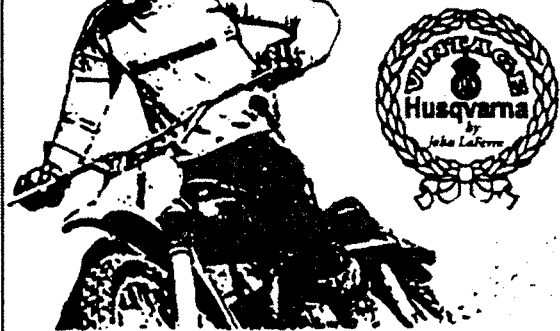
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