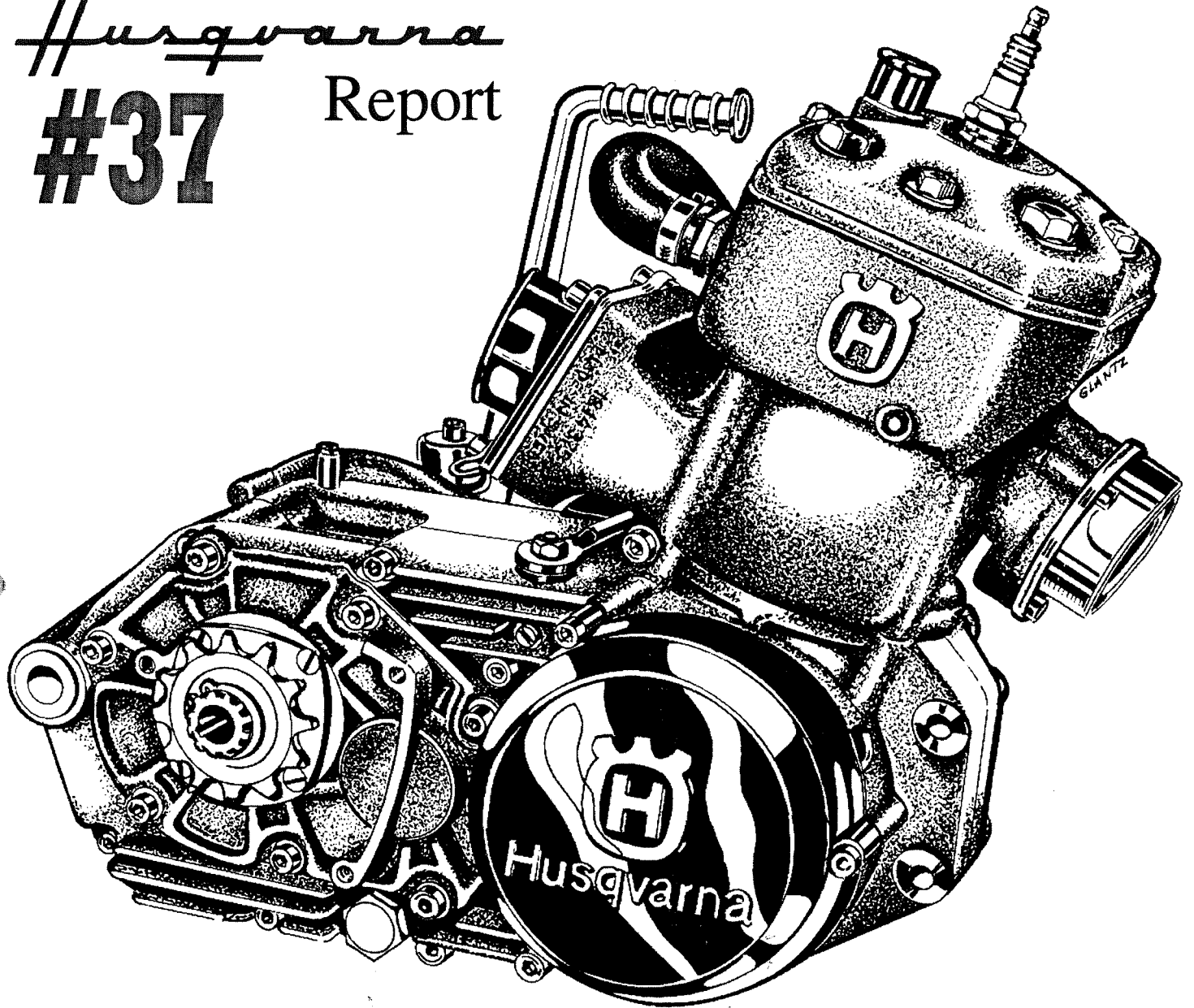


*Husqvarna*  
**#37** Report



# 430

## Water-cooled Automatic

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1975 Accessories catalog - Tools  
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Alan Wickstrand 175 cross country - First Husky  
MegaClassifieds 37  
Front fender brace for alloy or plastic  
Advertising Supporters

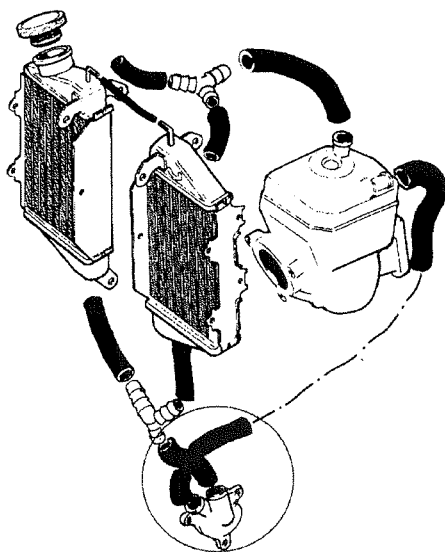
# 1988

## Husqvarna

# 430 AUTOMATIC

The 88 Husqvarna 430 water-cooled Automatic was known to have ridden to more National Enduro Championships than any other motorcycle in history! This Automatic model was the best of the bunch as it had all of the improvements from 1976 to 1987. It was now a water-cooled 3 speed, using the smooth 430 engine format, latest generation Öhlins rear suspension, plastic overlay panels on the gas tank, new plastic water pump, nice big comfortable seat, hydraulic disc brake on front, Gunnar Gasser throttle, 38 Mikuni carb, Hella taillight, Bosch headlight, Acerbis Husqvarna plastics, 18" rear tire, Motoplat ignition and so on..... This was the best available equipment, extremely reliable, and always won the toughest competition events.

Automatics are not known for inexpensive transmission repairs, nor long life of same. Most Auto trans problems are caused by premature transmission engagement, prior to engine able to establish a clean, slow idle. But even when operated by the best, auto transmissions need a financially prepared owner. This 430 Husky Auto is the Ferrari Testarossa of dirt bikes.



## SERVICE BULLETIN

1988 TECHNICAL DATA 430 AE (Automatic)



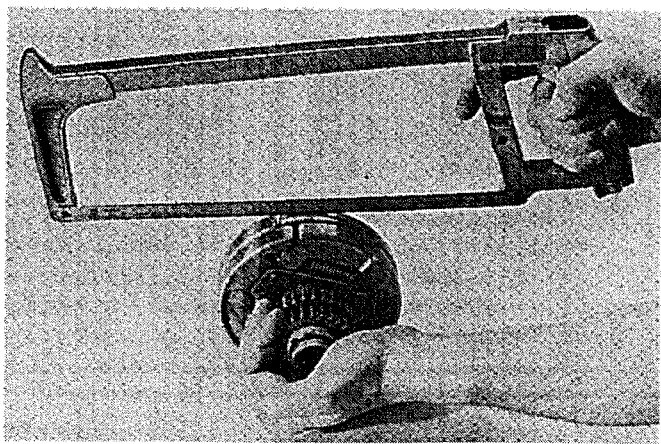
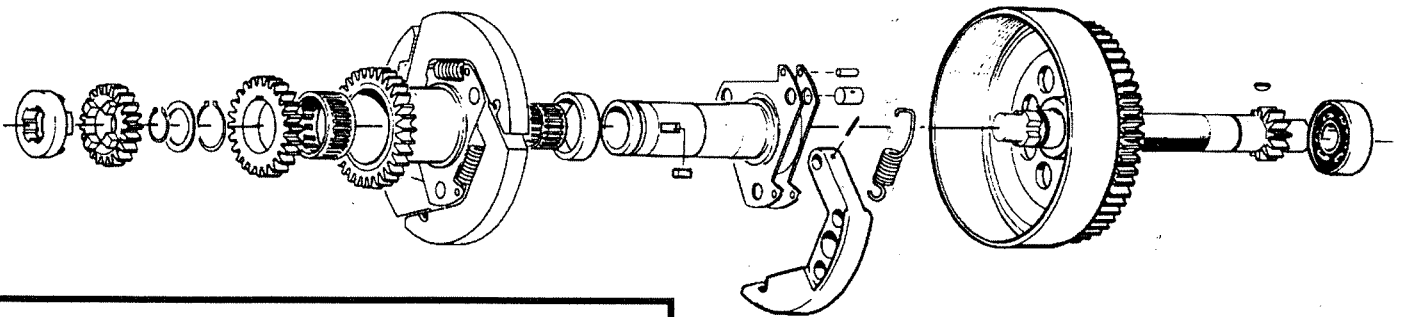
<b>ENGINE:</b>	Single cylinder two-stroke, liquid cooled
<b>DISPLACEMENT:</b>	430cc
<b>BORE STD:</b>	86.00mm
<b>1ST OVER:</b>	86.50mm
<b>2ND OVER:</b>	87.00mm
<b>3RD OVER:</b>	
<b>STROKE:</b>	74.00mm
<b>COMPRESSION RATIO:</b>	12.6:1
<b>TRANSMISSION:</b>	
<b>PRIMARY TRANSMISSION RATIO:</b>	Automatic gearbox controlled by 3 centrifugal
<b>SECONDARY TRANSMISSION RATIO:</b>	(12:54) clutches
<b>CHAIN DIMENSION:</b>	5/8" x 1/4"
<b>NUMBER OF COGS, GEARBOX (MS:AS):</b>	
<b>OIL CAPACITY:</b>	0.7 lit (0.18 US gal)
<b>OIL RECOMMENDATION:</b>	ESSO UNIVIS J-26
<b>FUEL SYSTEM:</b>	
<b>FUEL:</b>	Gas min. 94 oct.
<b>LUBRICATION:</b>	Oil-gas-mixture 4%
<b>TANK CAPACITY:</b>	12 lit (3.2 US gal)
<b>OIL RECOMMENDATION:</b>	High quality two-stroke oil of well-known brand
<b>CARBURETTOR:</b>	Minuki
<b>VENTURI Ø</b>	38mm
<b>MAIN JET:</b>	430
<b>NEEDLE JET:</b>	R-0
<b>IDLING JET:</b>	40
<b>NEEDLE POSITION:</b>	3 from top
<b>NEEDLE:</b>	6 DH 20
<b>AIRSCREW OPENING:</b>	1.0 turn from bottom position
<b>THROTTLE:</b>	2.5
<b>AIR JET:</b>	2.0
<b>ELECTRICAL SYSTEM:</b>	Motoplat
<b>TYPE:</b>	CDI
<b>IGNITION ADVANCE:</b>	18°
<b>IGNITION ADVANCE ON PISTON</b>	
<b>BEFORE TDC:</b>	2.30mm
<b>LIGHT COIL:</b>	35W
<b>SPARK PLUG:</b>	Autolite 4054
<b>ELECTRICAL EQUIPMENT:</b>	
<b>HEAD LIGHT:</b>	12V 45W
<b>TAIL LIGHT:</b>	12V 5W
<b>FRONT FORK:</b>	Husqvarna
<b>TRAVEL:</b>	270mm (11.0in)
<b>TRAIL:</b>	120mm (4.7 in)
<b>FORK ANGLE:</b>	27°
<b>OIL CAPACITY PER LEG:</b>	420-460cc
<b>OIL RECOMMENDATION:</b>	Fork oil SAE 5-SAE 10
<b>REAR SUSPENSION:</b>	Husqvarna Single Shock System w/Öhlins
<b>TRAVEL:</b>	310mm (12.0 in.)
<b>WHEELS AND BRAKES:</b>	
<b>TIRES:</b>	Front 90/90 x 21" Rear 4.50 x 18" Metzler
<b>SPOKE Ø:</b>	Front 4mm, Rear 4.5mm
<b>BRAKES Ø:</b>	Disc: 230mm, Drum: 160mm
<b>DIMENSIONS:</b>	
<b>LENGTH:</b>	2200mm (86.6 in)
<b>HEIGHT:</b>	1280mm (51.2 in)
<b>SEAT HEIGHT:</b>	945mm (37.2 in)
<b>WHEELBASE:</b>	1500mm (59.0 in)
<b>GROUND CLEARANCE:</b>	340mm (13.4 in)
<b>WEIGHT:</b>	107kg (235 lbs.)
<b>TORQUE SPECIFICATIONS:</b>	
<b>FLYWHEEL NUT:</b>	70 Nm (51 ft. lbs.)
<b>CYLINDER HEAD NUTS:</b>	40 Nm (29 ft. lbs.)
<b>CYLINDER HEAD SCREWS:</b>	35 Nm (25 ft. lbs.)
<b>ENGINE MOUNTING BOLTS:</b>	40 Nm (29 ft. lbs.)
<b>CRANKCASE SCREWS:</b>	12 Nm (8 ft. lbs.)
<b>SWING ARM MOUNTING NUTS:</b>	60 Nm (44 ft. lbs.)
<b>SCREWS, REED VALVE HOUSING/ CYLINDER:</b>	8 Nm (6 ft. lbs.)
<b>SPARK PLUG:</b>	40 Nm (29 ft. lbs.)

Öhlins shock oil is the exact same spec as Husqvarna Automatic transmission oil.

The water pump seal for a 430AE is a standard lip seal Husqvarna part number 16 17 958-01 which has the dimensions of 8mm id x 18mm od x 5mm thick, also marked with Corteco, A7, cFW, BAUD. Routing of the hoses off the water pump is as shown with the forward hose tucking underneath the suction hose. Difficult to route hoses. Do not use too wide a screw hose clamp on your hoses as they will not seal well. Use a 12mm wide or 1/2" maximum. The 430 Automatic uses a full face gasket on the water pump, DO NOT leave the gasket out, the clearance it provides is needed.



**430 AUTO**



If the grooves in the clutch shoes need renewing the simplest method is with a hacksaw blade, match blade width with groove width.



If your engine speed is excessive when it changes gears then most likely is the grooves are closing up due to rub wear. this is the profile on the left. Groove depth is 1mm. New or renewed profile is nice and square and will allow for best speed gear changes.

**Öhlins** shock on a 1988 430 AE is spec # HA7080. Spring supplied is a 695-10 which is 5.3 Kg/mm.

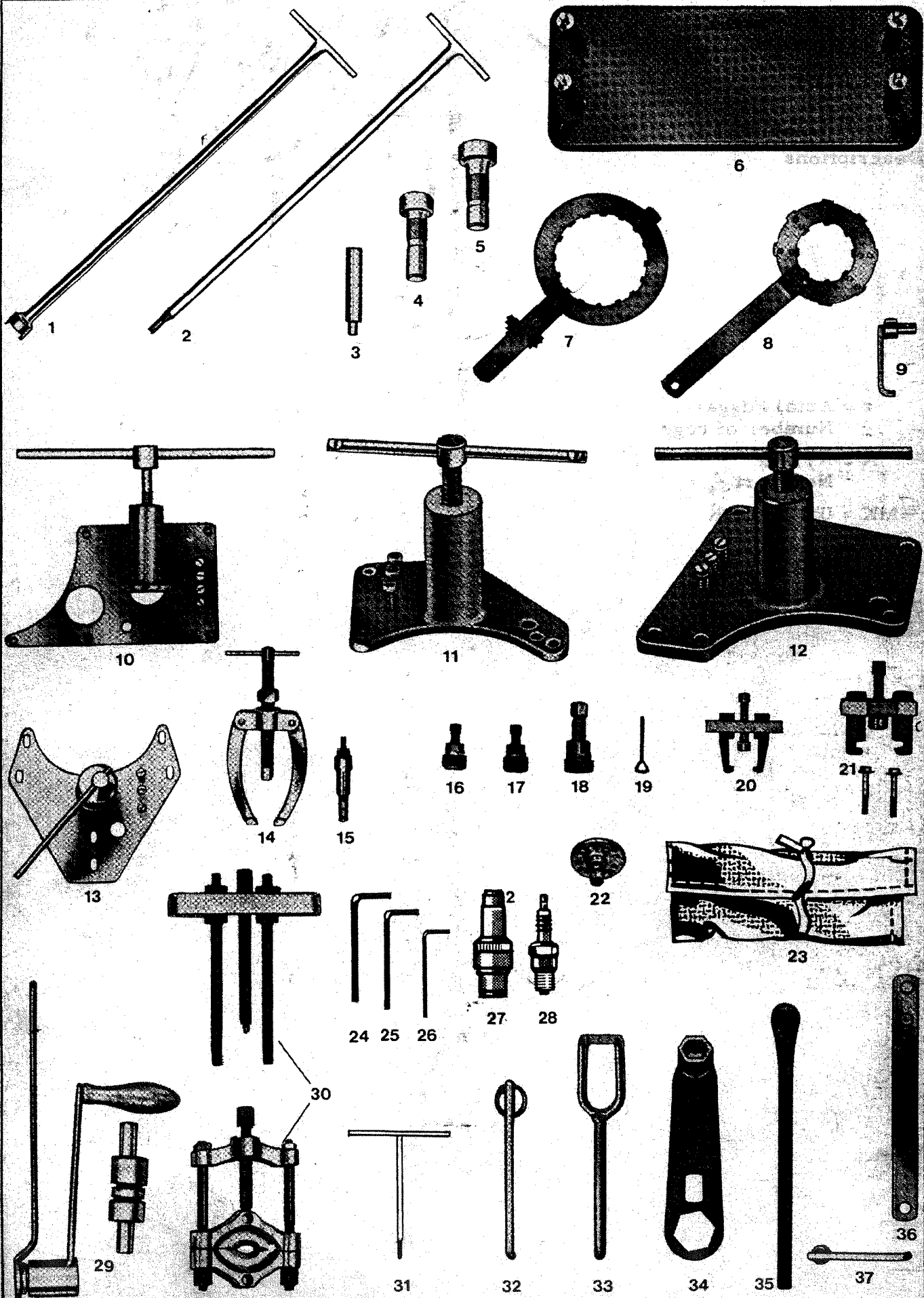
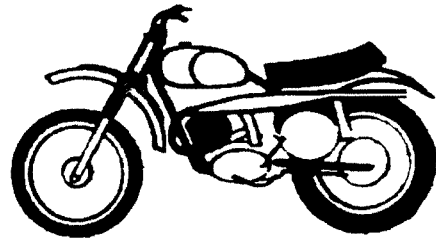


Bild Fig.	Det. nummer Part number	Benämning Description
1	15 19 122-01	Hållnyckel dämpspindel "HVA" Holder for damping spindle
2	15 19 327-01	Hållnyckel för dämpspindel "Betor" Holder for damping spindle
3	15 19 248-01	Dorn kolvbult 125 cc, 175 cc Drift for piston pin
3	15 19 249-01	Dorn kolvbult 250 cc, 360 cc, 400 cc Drift for piston pin
3	15 19 250-01	Dorn kolvbult 450 cc Drift for piston pin
4	15 19 178-01	Dorn $\phi=40$ mm Drift
5	15 19 179-01	Dorn $\phi=44$ mm Drift
6	12 24 877-01	Monteringsställ $\rightarrow$ MI Mounting stand $\rightarrow$ MI
6	15 19 243-01	Monteringsställ MJ $\rightarrow$ Mounting stand MJ $\rightarrow$
7	15 19 261-01	Hållnyckel koppling MJ $\rightarrow$ Holder for clutch
8	12 24 806-01	Hållnyckel koppling 125 cc Holder for clutch
9	15 19 119-01	Hållnyckel kedjedrev - MI Holder for sprocket - MI
10	15 19 257-01	Avdragare vevhus 250 cc, 450 cc $\rightarrow$ MK Puller crankcase
11	15 19 280-01	Avdragare vevhus 125 cc Puller crankcase
N 12	15 19 810-01	Avdragare vevhus 175 cc-360 cc MK $\rightarrow$ Puller crankcase
13	15 19 109-01	Avdragare vevhus $\rightarrow$ MI Puller for crankcase
14	15 19 105-01	Avdragare kullager Puller ball bearings
15	15 19 107-01	Tillsats do för hål 12-14,5 mm Supplement for holes 12-14,5 mm
16	15 19 276-01	Avdragare svänghjul "Motopl." Puller flywheel
17	15 19 324-01	Avdragare svänghjul "Motopl. m. lj. sp." Puller flywheel "Motopl. w. l. coil"
18	15 19 177-01	Avdragare svänghjul "Femsa" Puller flywheel "Femsa"
19	15 19 322-01	Inställningsdon "Motopl." Timing tool "Motopl."
20	15 19 805-01	Avdragare drivhjul Puller driving wheel
21	15 19 275-01	Avdragare kedjedrev Puller sprocket
22	15 19 268-01	Avdragare koppl. kr. Puller for clutch ring
N 23	50 11 922-01	Verktögsfodral Tool bag
24	95 02 67-109	Insexnyckel nr 5 Allen key
25	95 02 67-106	Insexnyckel nr 4 Allen key
26	95 02 67-103	Insexnyckel nr 3 Allen key
27	50 11 953-01	Tändstiftfodral Spark plug cover
28		Tändstift Bosch: Spark plugs: W 240 T2 W 260 T2
29	15 19 251-01	Monteringsverktyg Mounting tool crankcase

Bild Fig.	Det. nummer Part number	Benämning Description
30	50 11 930-01	Kullageravdragare Puller for ball bearing
31	17 10 229-01	Insexnyckel för M6 Allen key for M6
32	15 19 271-01	Hållnyckel svänghjul "Kona" Holder for flywheel "Cone"
33	15 19 334-01	Hållnyckel svänghjul (splines) Holding tool flywheel
34	15 19 347-01	Tändstiftsnyckel Spark plug key
35	15 19 087-01	Däckjärn Tyre bar
36	15 19 116-01	Hållnyckel svänghjul "Bosch" Holding tool flywheel
37	15 19 278-01	Hållnyckel kedjedrev MJ $\rightarrow$ Holder for sprocket MJ $\rightarrow$



# HUSQVARNA ACCESSORIES CATALOG PAGES 1975

The following pages and the one to the left are more pages from the 74/75 Husqvarna Accessories Catalog. While the dealers are not able to order most of these, you might be surprised to find that some of this is still available. All you need to do is ask your dealer to check! These pictures and numbers might make it easier to shop on E-bay or sell on E-bay. The tools you have can be compared and matched to their part numbers

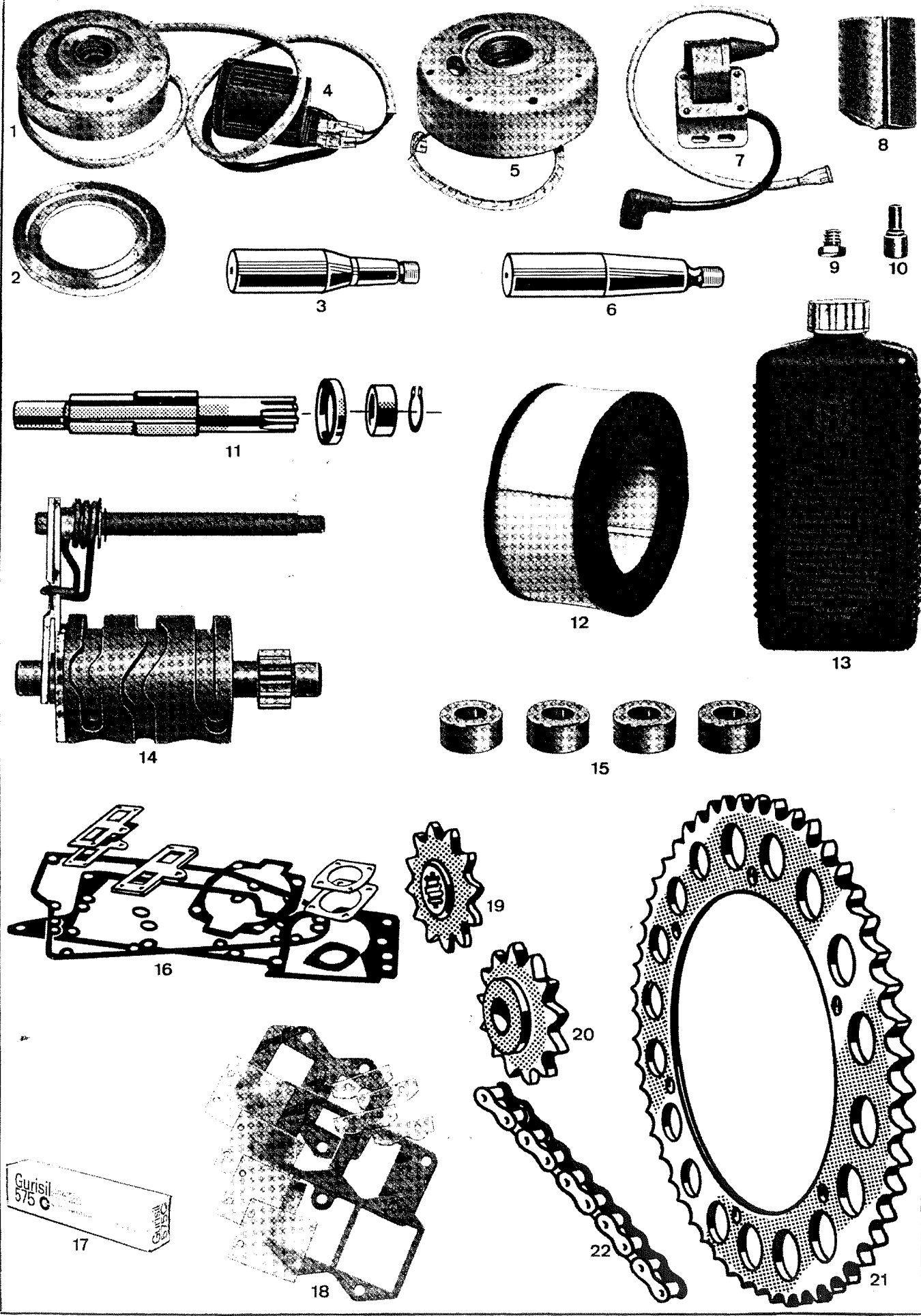
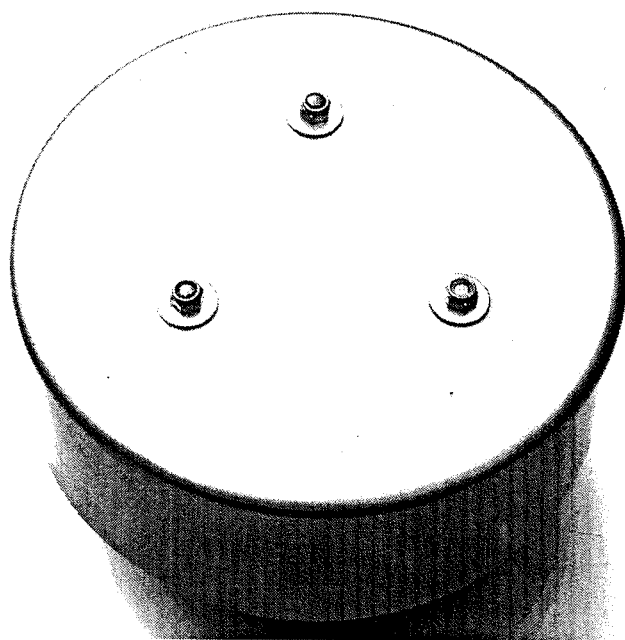
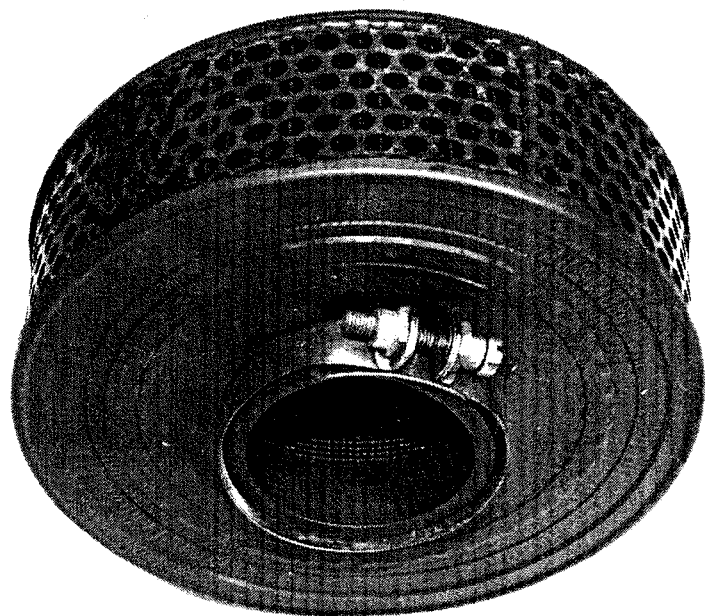
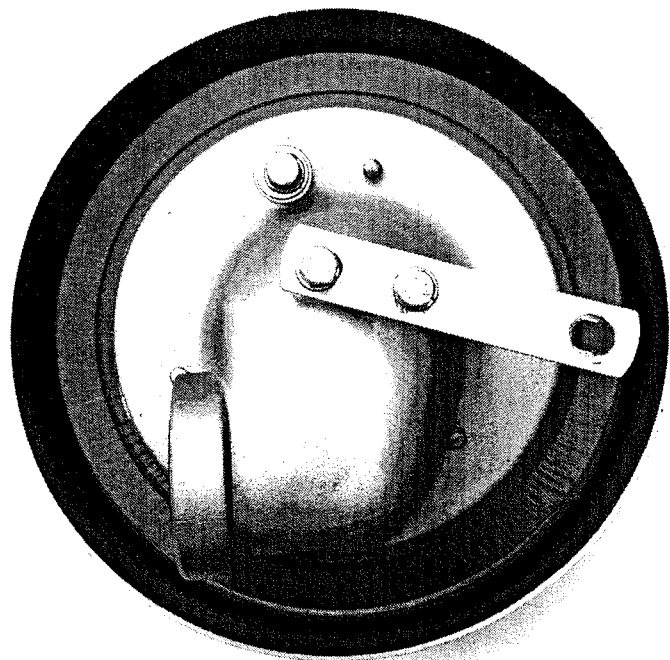
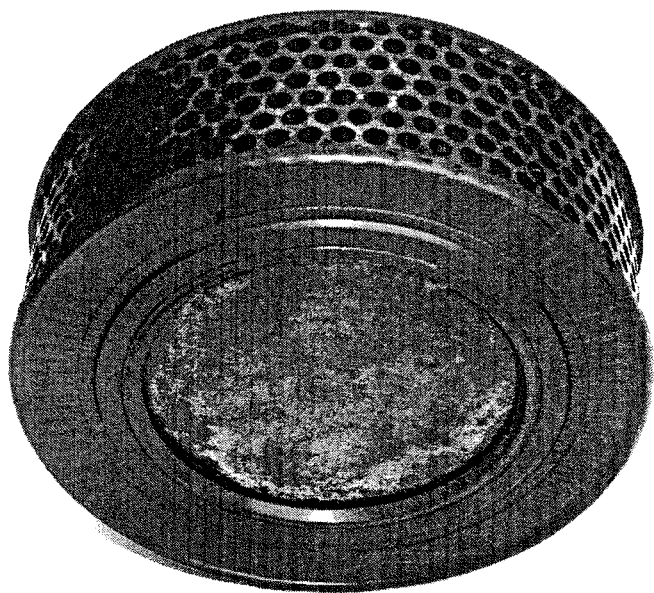


Bild Fig.	Det. nummer Part number	Benämning Description
1	16 14 740-01	Tändmagnet "Motoplat" 6V/35W Flywheel magnetos
2	16 14 715-01	Fästplatta för "Motoplat" Mounting plate
3	16 10 851-01	Vevaxeltapp för "Motoplat" Crankshaft 250-450
4	16 14 714-01	Tändspole "Motoplat" Ignition coil
5		Tändmagnet "Femsa": Flywheel magnetos:
	16 14 708-01	Utan belysning Without light coil
	16 14 669-01	Med 6V/35 W + 5W With 6V/35W + 5W
6		Vevaxeltapp för "Femsa" Crankshaft
	16 10 868-01	250 cc - 400 cc
	16 10 575-01	450 cc
7	16 14 670-01	Tändspole "Femsa" Ignition coil
8		Trottlar "Amal Ø 32" Throttles
	16 13 171-01	2,5
	16 13 208-01	3
	16 13 209-01	3,5
8		Trottlar "Amal Ø 34" Throttles
	16 13 293-01	2
	16 13 317-01	2,5
	16 13 318-01	3
9		Huvudmunst. "Amal Ø 32, Ø 34" Main jets
	16 13 201-01	200
	16 13 202-01	210
	16 13 190-01	220
	16 13 203-01	230
	16 13 204-01	240
	16 13 205-01	250
	16 13 206-01	260
	16 13 319-01	270
	16 13 320-01	280
	16 13 321-01	290
	16 13 322-01	300
	16 13 323-01	310
	16 13 324-01	320
	16 13 325-01	330
9		Huvudmunst. Bing Ø 32, Ø 36: Main jets:
	16 13 230-01	135
	16 13 231-01	140
	16 13 232-01	145
	16 13 239-01	150
	16 13 234-01	155
	16 13 235-01	160
	16 13 236-01	165
	16 13 506-01	170
	16 13 507-01	175
	16 13 500-01	180
	16 13 501-01	185
	16-13 980-01	190
	16 13 502-01	195
	16 13 503-01	200
	16 13 410-01	205
	16 13 411-01	210
	16 13 412-01	215
	16 13 413-01	220
9		Tomg. munst. Bing Ø 32, Ø 36: Idling jets:
	16 13 510-01	30
	16 13 505-01	35
	16 13 981-01	40
	16 13 216-01	45
10		Nålmunst. Amal Ø 32: Needle jets:
	16 13 192-01	105
	16 13 207-01	106
10		Nålmunst. Amal Ø 34: Needle jets:
N	16 13 313-01	105 A
N	16 13 314-01	106 A
N	16-13 299-01	107 A
N	16 13 346-01	108 A
N	16 13 347-01	109 A

Bild Fig.	Det. nummer Part number	Benämning Description
10		Nålmunst. Bing Ø 32: Needle jets:
	16 13 240-01	2,73
	16 13 238-01	2,76
	16 13 241-01	2,80
10		Nålmunst. Bing Ø 36: Needle jets:
	16 13 504-01	2,80
	16 13 220-01	2,83
	16 13 978-01	2,85
N	16 13 353-01	3,14
	16 13 354-01	3,16
N	16 13 340-01	3,18
N	16 13 338-01	3,20
N	16 13 341-01	3,22
11		Ombyggnadsatser: Rebuilding sets:
	15 19 800-01	Axel m. splines 5-vxl Shaft w. splines 5-speed
	15 19 801-01	Axel m. splines 6-vxl Shaft w. splines 6-speed
12	15 19 825-01	Luftfilter skumg. m. korg → ML Foam air filter w. cage → ML
12	15 19 826-01	Luftfilter skumg. → ML Foam air filter → ML
13	15 19 824-01	Olja, luftfilter 0,5 l Oil, air filter
N 14	15 19 832-01	Omb. sts. spärrmekanism Conv. set, ratchet mechanism
15	15 19 831-01	Distans f. cyl. lock radial 250 cc → ML Distance f. radial cyl. head 250 cc
16		Packningssatser motor: Gasket sets engine:
	16 19 583-01	250 MAG, 175 MAG
	16 19 570-01	400 CR, WR
	16 19 571-01	450 CR, WR
	16 19 569-01	250 CR, WR
	16 19 568-01	125 CR, WR → ML
	15 19 816-01	360 CR
	16 19 800-01	125 CR ML →
17	51 20 348-01	Silicongummi "Gurisol" 60 cc Silicon rubber
18		Renoveringssats, reed-valves: Overhaul kit, reed-valves:
	15 19 830-01	175 cc - 360 cc
	16 19 801-01	125 CR ML →
19		Kedjedrev, splines: Sprockets, splines:
	16 12 471-01	z=10
	16 12 471-02	z=11
	16 12 471-03	z=12
	16 12 471-04	z=13
	16 12 471-05	z=14
	16 12 471-06	z=15
	16 12 471-07	z=16
	16 12 471-08	z=17
20		Kedjedrev, kona: Sprockets, conus:
	16 12 994-05	z=10
	16 12 994-01	z=11
	16 12 994-02	z=12
	16 12 994-03	z=13
	16 12 994-04	z=14
	16 12 994-06	z=15
21		Bakdrev: Rear sprockets:
	15 16 653-01	z=48, alu
	15 16 606-02	z=53, alu
	15 16 606-01	z=53, steel
	15 16 656-01	z=56, alu
22		Kedjor 5/8 x 1/4" Chains:
	15 19 016-04	98 R
	15 19 016-03	100 R
	15 19 016-05	102 R
	15 19 016-02	104 R
	15 19 016-06	106 R
	15 19 016-07	108 R

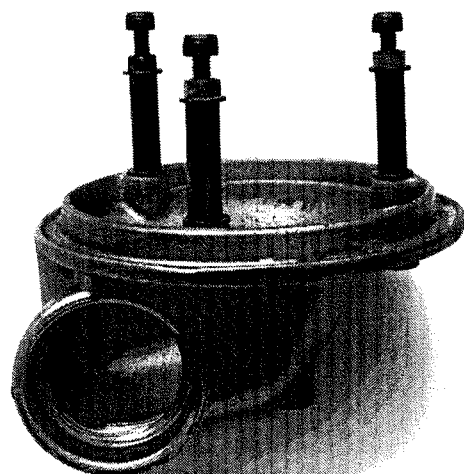
# Husqvarna Air Filters



Air filters on Husqvarna motorcycles kept changing to meet the needs of the next generation off road competitor. Shown on the left is the very earliest type used on 63, 64 and 65 models. It is a paper filter most likely constructed by Crosland, green rubber with zinc plated screen. The screen is molded or cast into the filter, as is the zinc plated metal insert. The most likely application for this early filter is a Volvo side draft carburetor of this period 63-65. The clamp-on area is too large diameter to fit a Bing carb on a Husky, so a hard rubber adapter was used to make the fit.

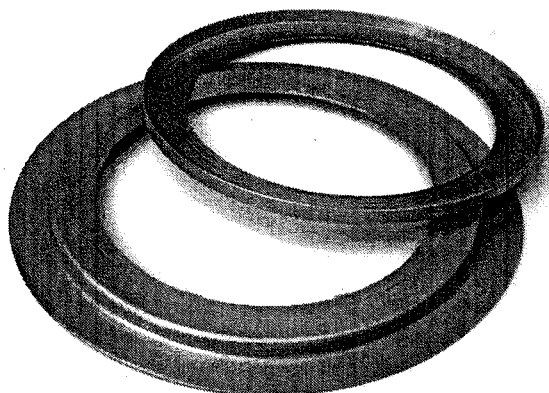
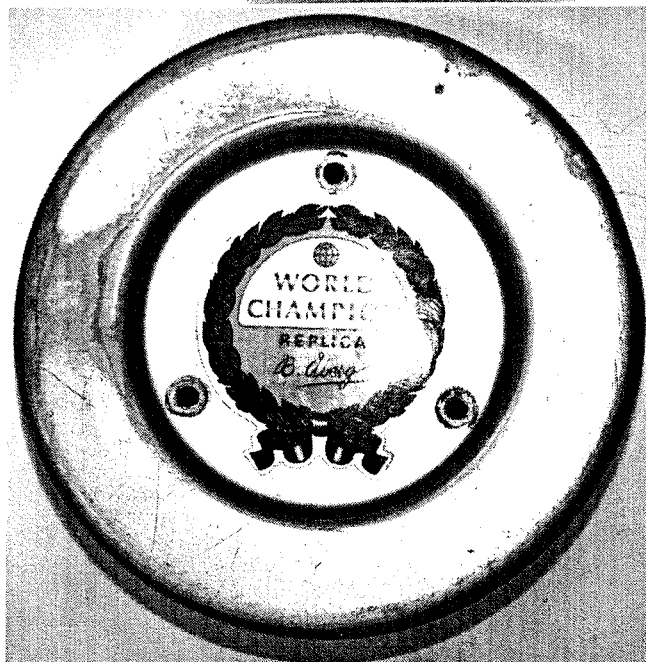
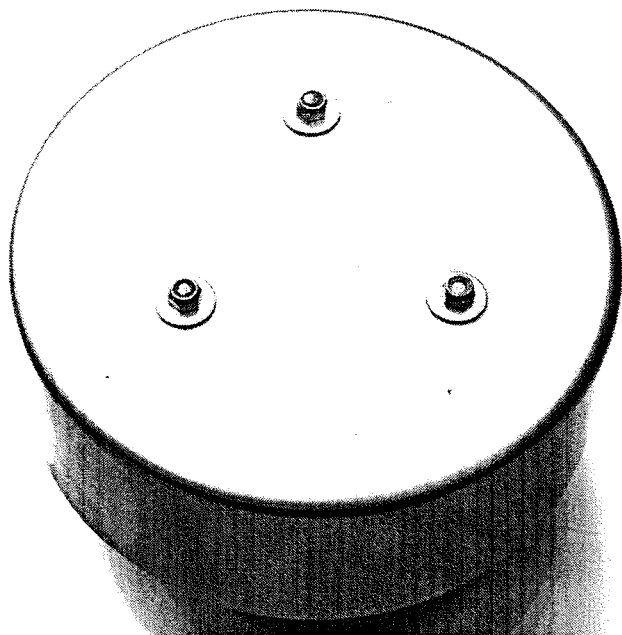
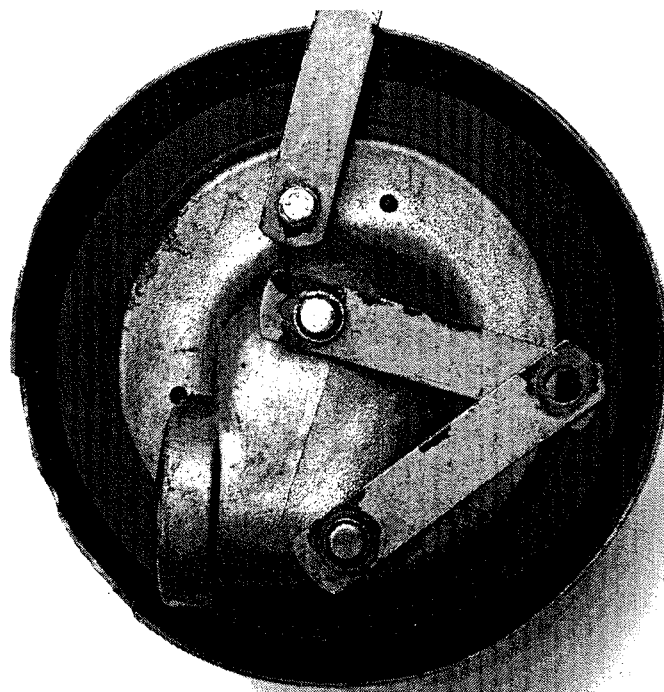
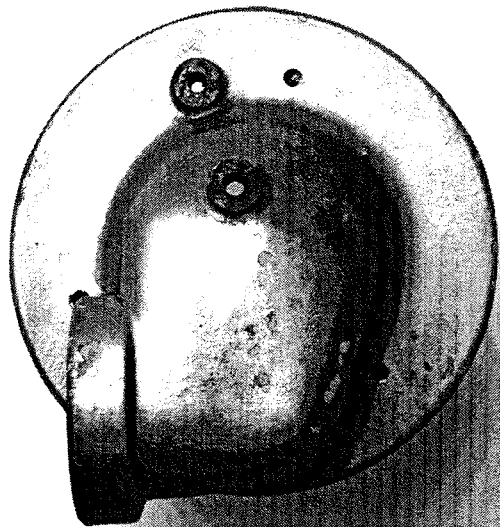
Next is the 1966 new style "cast" air bell with the distinctive 2 bolts in line for a single strap mount. This type is 1966 only and would be painted silver just like the frame.

The photo at the bottom shows the early style spacers which were complicated - washer, steel sleeve, washer, nut - then the air cover went on and held with 3 nylock nuts with more washers. This type arrangement was used 66 thru 69 altho the spacers were shortened to use the drop center, the most common air filter cover.





# Husqvarna Air Filters

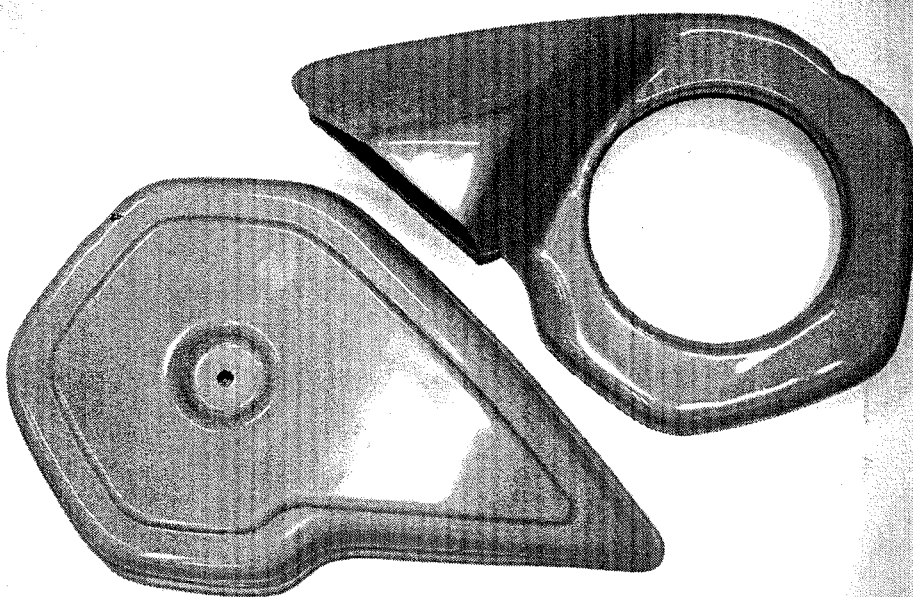
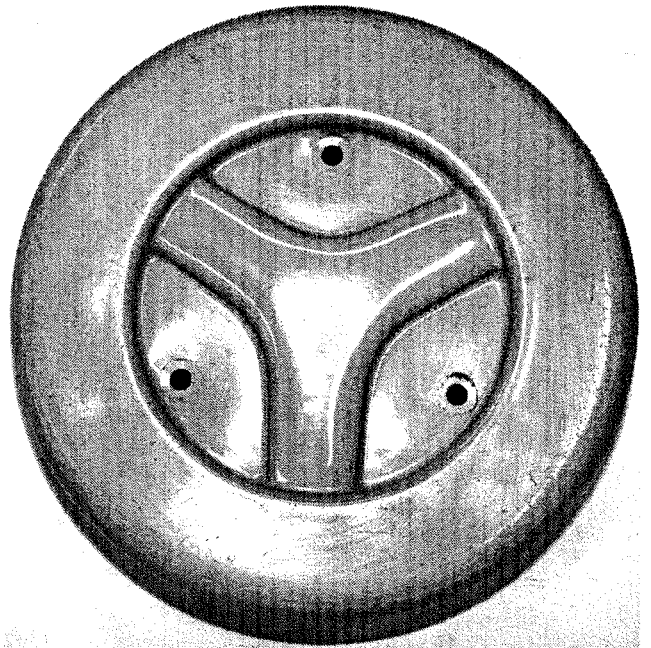
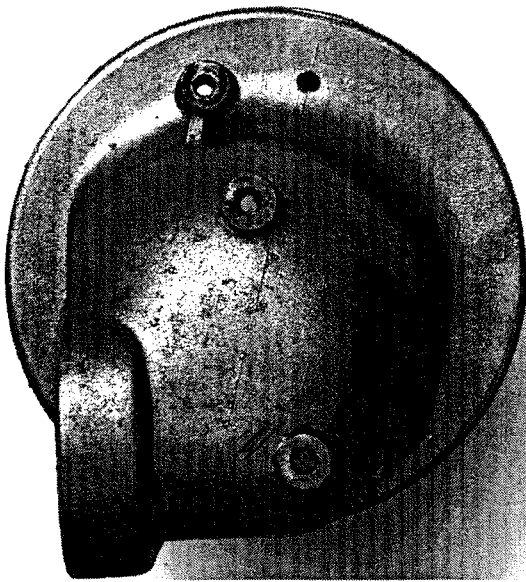
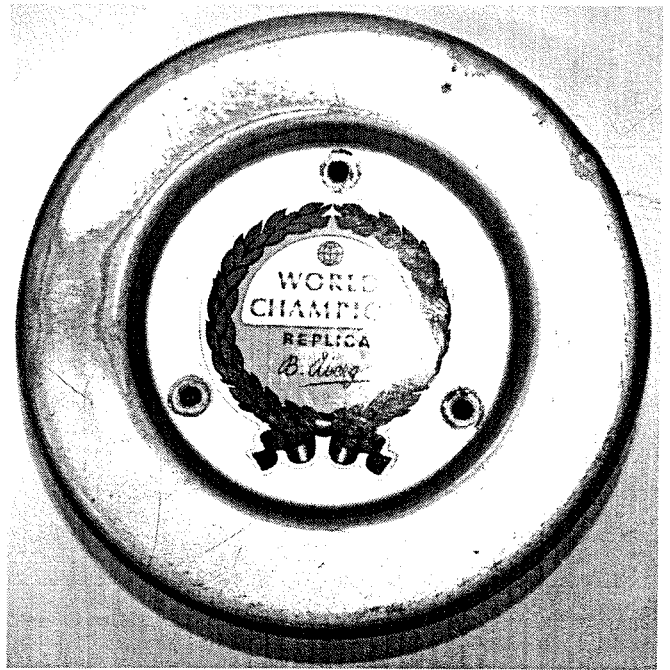
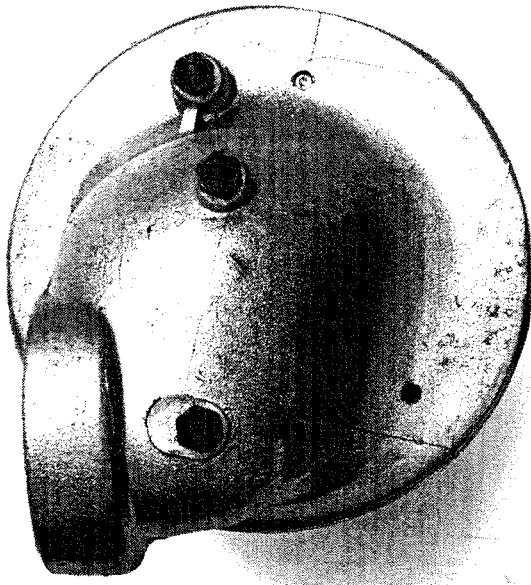


The 1967 Husqvarna were improved by an air filter bell that had only one strap boss. Again these were painted with the same paint as the chassis. The early 67's used flat top covers, but were quickly improved by using the drop center cover we all know and recognize. Only the 67 and the stamped over 67/68's would have used this single bolt air bell.

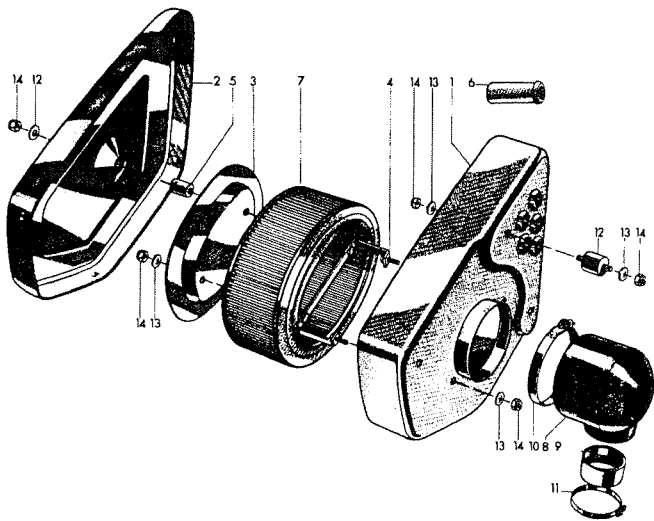
The air bell shown to the far right is from a 68 250 and would be correct for 68 all models, 69 all models and 1970 early 250/360 with side float Bings. The air bell uses the most common 2 bolt mount system. Two straps would form a "Y" and fasten to the center tube as shown. This air bell would not be painted. The Bengt Åberg and Heikki Mikkola decals were introduced in mid 1970, and not actually put on by factory until 72 model year. But they were available at the dealers and many dealers put these on new Husqvarna on the showroom floor.

Husqvarna were always delivered with paper air filter elements 1963 thru 1974. They were quickly replaced in the era with Filtron foam filters. To improve dirt and mud resistance and foam filter sealing, the Filtrons came with aluminum plate rings, so you find many of these still in use.

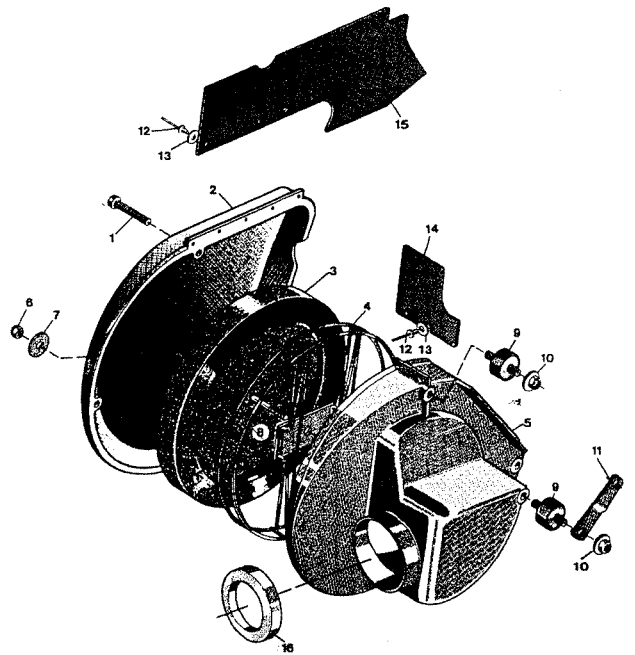
# Husqvarna Air Filters



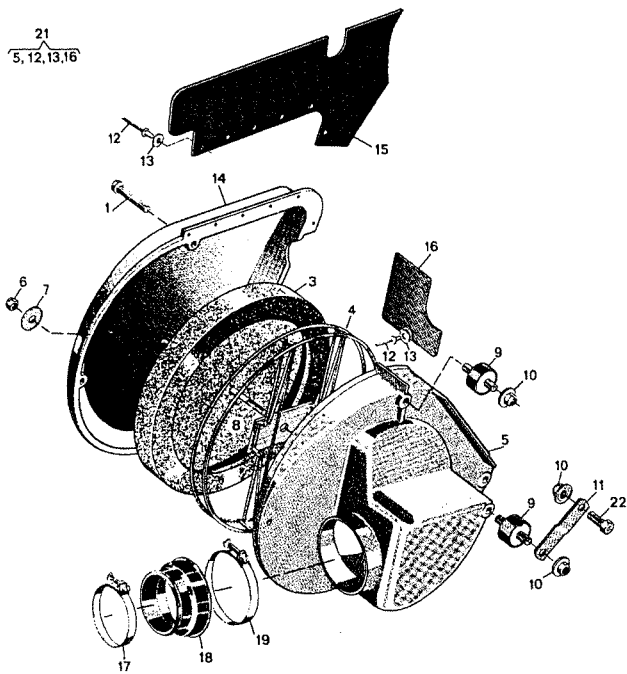
1970-74 continued Husqvarna air filter improvements. The 70, 71, 72, 73 models all used the bell shown in left center photo. The stand off spacers became simple aluminum spool pieces. In 73 the CR models with the new white fenders used a new white plastic air cover shown lower right. The Mag 250 was fitted with reed cage and this moved the carb further rear. A shorter air bell was cast for this application and is shown upper left. AHRMA has seen many mag 250 being reborn from MK chassis and 74-76 motors being fitted. Thus a shortage of bells. You can cut a standard bell, however, and fit it with a new piece, even glued in to fit this application on a race bike. Below left is the 74 (all but Mag250) air cleaner "teardrop" set. These did not survive well and are hard to find for a show bike.



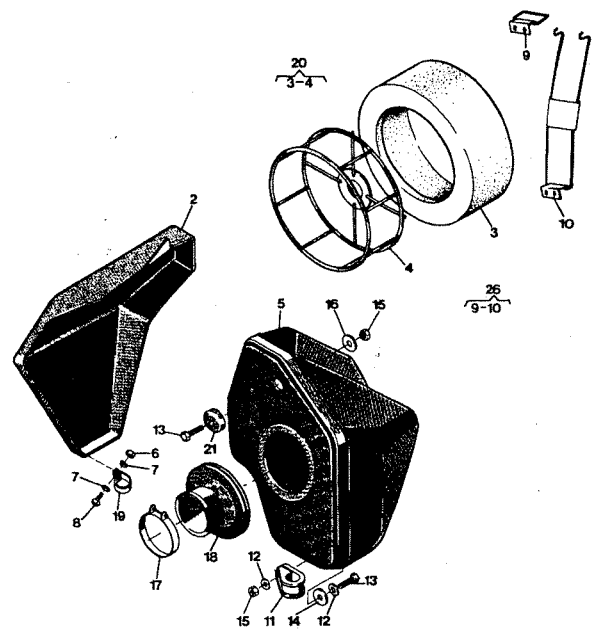
RT 250 and 360's were produced or at least sold from 73 thru 76. All on SK chassis they used a rubber air bell and an elaborate air muffler box. The standard filter element paper or foam is used, but must be formed into an oval shape to fit the airbox. These air boxes and rubber bell are difficult to find in good shape



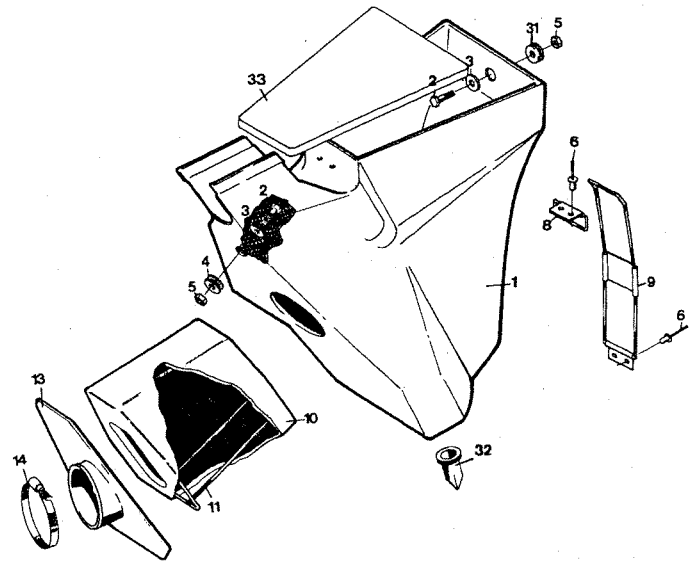
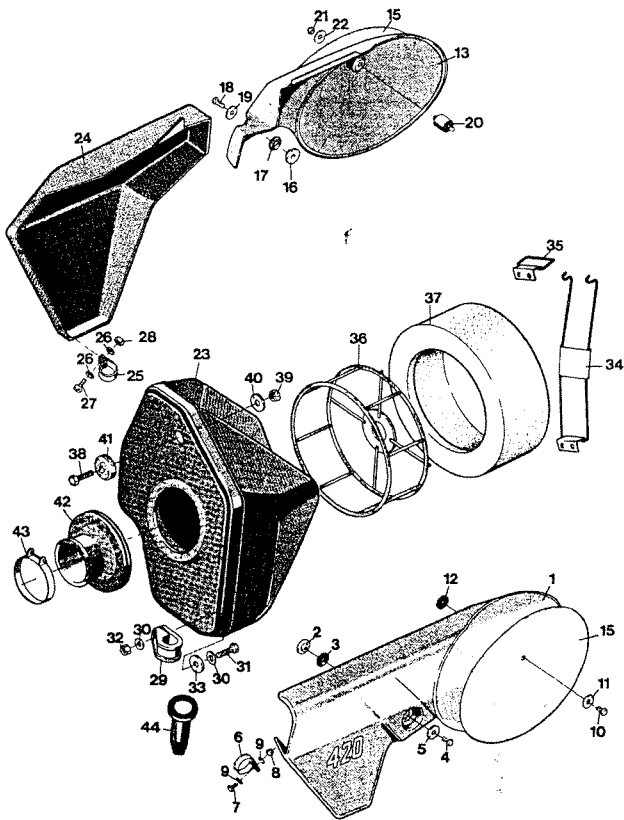
The 75 and 76 ML series Husqvarna came with an all new air box. A flatter, foam element is used. Rubber deflector pieces are pop riveted to the cover and air bell. One of our club members makes these and are easily obtained.



The 77-78 Husky ML series used a similar air box as the past ML's. The cover was revised to black plastic and the rubber riveted pieces were changed in shape. The Husqvarna change to Mikuni carbs also was followed by the rubber connector between carb and air bell. This system works quite well, but the rubber pieces can be hard to find at times. The same foam filter element is used 75-78 (79 125). The wire element frame is the same 75-78.

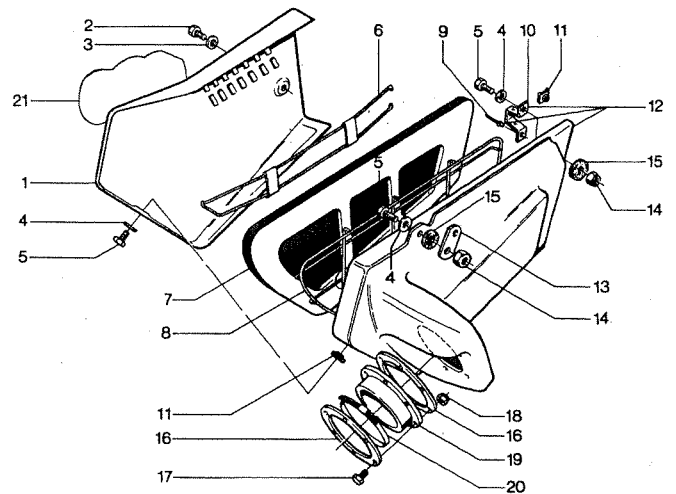
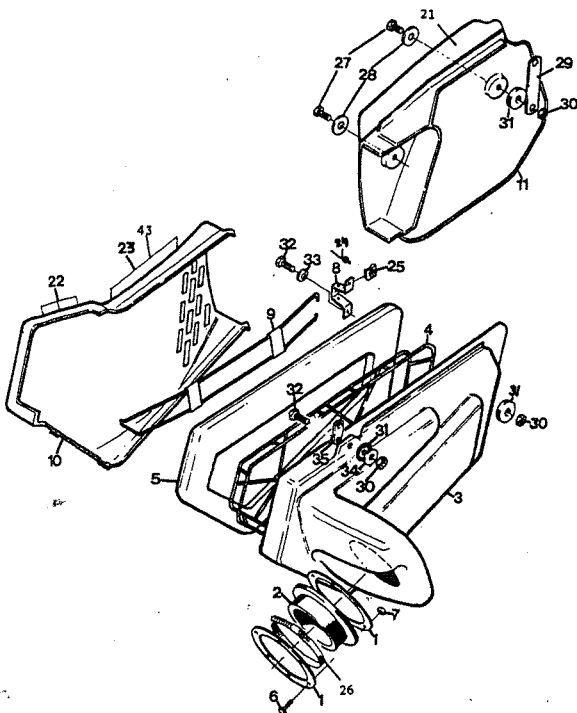


1979-1980 MM-MN series chassis was fitted with a new quick access air box. A new foam element was used along with a new wire frame. All black plastic, lighter weight system has a quick, "no tools", swing open door. You reach in and release the 2 hook clip and out comes the filter! Easier said than done. Be careful with the rubber flange and mount straps as these are difficult to source. Husky owners would drill holes in the box bottoms to allow good drainage. Swing door hinge loops are delicate.



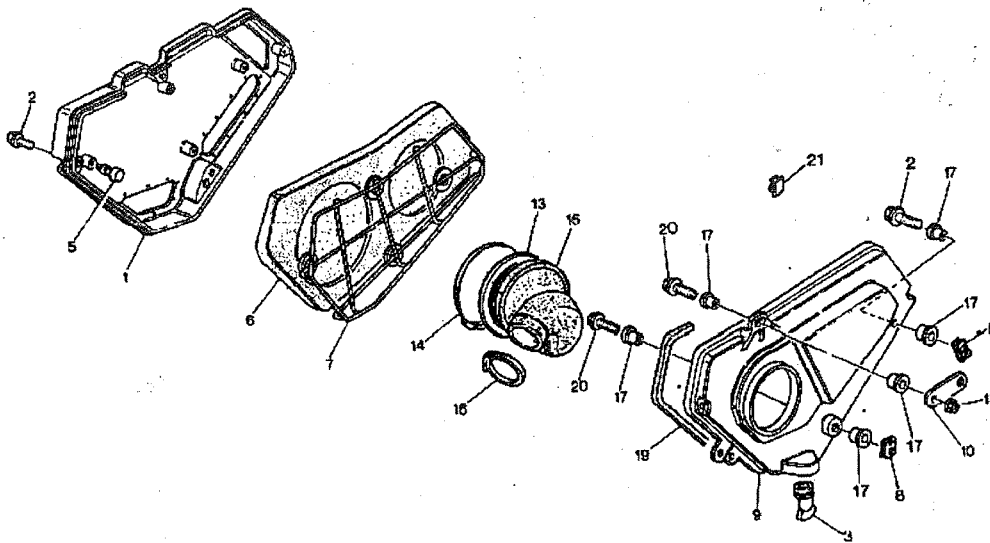
The all white Huskys of 1983 1984 had a new frame design and a new airbox. The large rubber flange carb connection came in several size carb openings to adapt to 125, 250, 500.

The 1981 and 1982 series Huskys retained the same great airbox from the previous 2 years. a "burp" valve was added to drain water, but close under acceleration. Number plate plastic was added to improve cosmetics and rear fender coverage, but hindered maintenance. Same element 79-82.

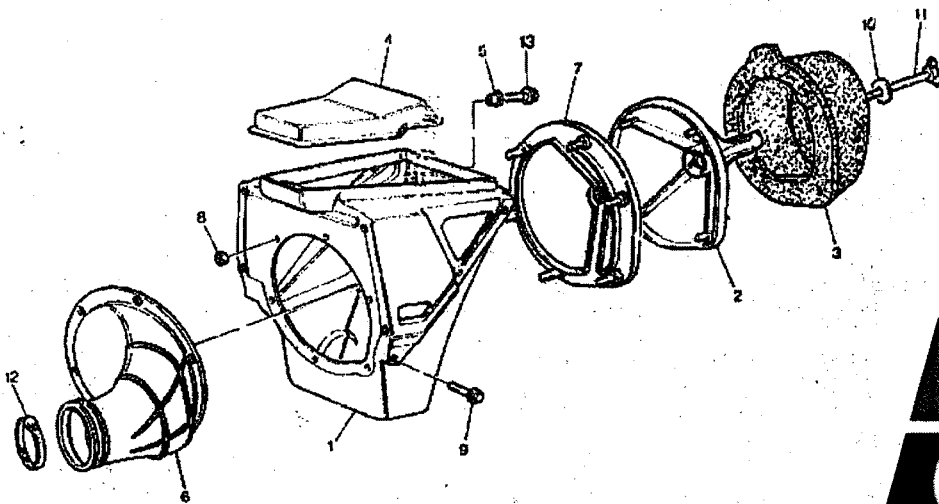


1985 1986 was the big change to water cooled and single shock rear. The new 2 stroke air box was improved with larger area, but had to be squeezed into a limited space.

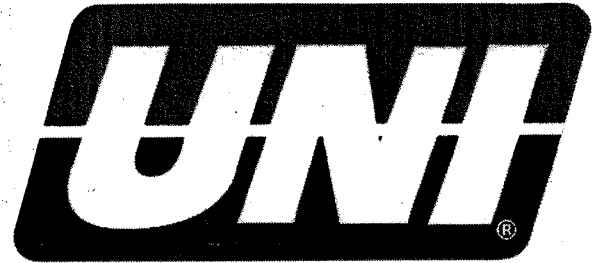
87/88 2 stroke air box were almost a copy of 85/86 the same air filter element is used.



1992- 2000 Husqvarna 4 stroke air filter looks similar to earlier 2 strokes but the element is not the same. It uses an wire internal frame within the foam like many before. This wire frame is easily made in a home shop out of wire, but also can be found thru club newsletter suppliers as well. Four strokes are prone to back fire. Do not clean this element in gasoline or other flammable solvents. Maybe a good time for No-Toil.



1992-2000 2 stroke air filter assembly uses a simple dome shaped element. The seat is usually a quick twist dzuz fastener and access is quick. This element , as all, requires a good greasing of the sealing area. New motors are way more complex and expensive to service. Keeping a new element as a spare might the best technique.



#### Craig's Air Filter Tips -

1. Keep the air filter element clean, oiled , and sealing surfaces greased. Own and use a pair of rubber gloves to clean the element in what ever solvent you choose.
2. After a years use on a foam element, even the best cleaning will probably not get the foam clean. This is a signal to **REPLACE** the element. You don't wait until the bristles fall out of your toothbrush, the same is true with off road filters - Replace the element once a year! Element = \$25 versus Cylinder job = \$200
3. Oiling the filter with a certain brand oil is always the subject of much discussion. It really does not matter whose sticky air filter oil you use, just make sure you use it and you do a thorough job.
4. Greasing the sealing surface is part of the total job. It may be a little messy, but necessary!
5. Sealing the airbox to the carburetor is very important. Take the time to put your bike up on a workstand and check that all is well with the air bell, clamps, airbox itself, the spring or bolts holding the element in, the bolts holding the filter box in. Sometimes heavy grease can be used as a sealant, sometimes Silicone sealer is needed, maybe other products.
6. If your air connection is cracked or split - get a new one immediately! There are several suppliers in the club that have these. Also try not use standard stainless steel automobile hose clamps! They are too wide and will not seal properly. You may need to shop around, but narrow width clamps are available.
7. Dropping nuts, washers, spacers in the carb is an all too common problem servicing a filter. You can use a cloth to block carb, but **MAKE SURE** to **TAKE IT OUT!**
8. Do not take your Husky out for a test ride without a fully serviced and installed air filter!

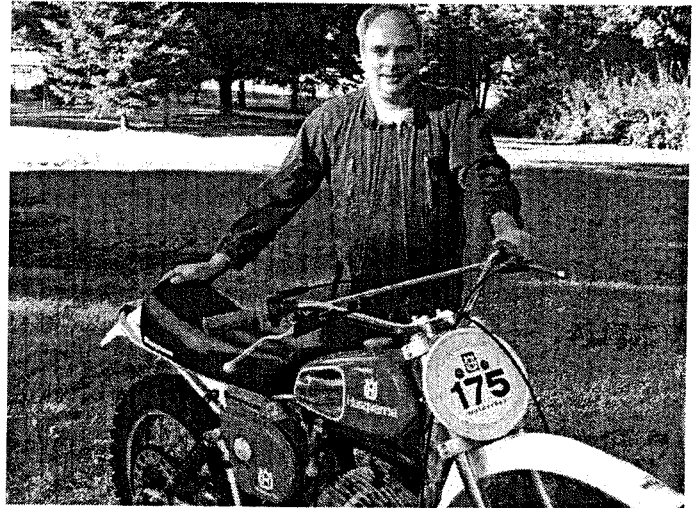
# Husqvarna Air Filters

# Got My First Husky Back

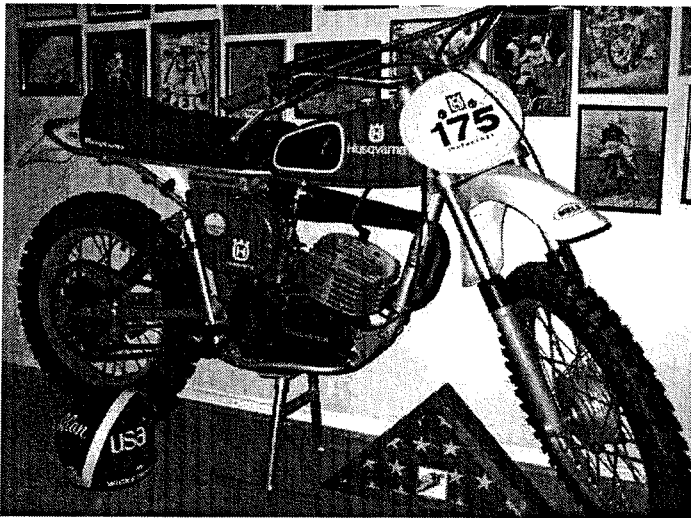
## A Blast From the Past

by Alan Wickstrand  
Greetings Husky Club,

This is the story of my 1976 175cc Husqvarna motocross machine and my passion for the marque. I got my hands on the bike when I was 16 years old and a junior in high school. It was my first two-stroke competition bike after riding XL/XR Honda four-strokes since the age of 9. I was lucky enough to have a supportive father involved in the sport. My dad, Carl Wickstrand Jr., was the New England Enduro 'A' heavy-weight champion in 1962 riding a 650cc Triumph. He then turned to hillclimbing and won the New England Hillclimb Championship from 1966-1969. In 1970 and 1973, Carl was the AMA National Hillclimb Champion (also on a Triumph). As a result of this upbringing, off-road motorcycle competition was in my blood.



Restorer Mark Daigle and the Wickstrand 175



Alan's finished and displayed Husqvarna 175

The 175cc Husqvarna was purchased from Nash Brothers in New Haven, Connecticut. In 1978, I used this bike to advance from 'C' rider to 'A' rider competing in the New England Trail Rider Association (NETRA) Enduros series. In 1979, I jumped to a 250cc Husqvarna and finished 4<sup>th</sup> in the 'A' lightweight class. I was hooked on the competitiveness and the reliability of the Husqvarnas. Impressed with the complete racing machines made of components designed, tested, and built by Swedish craftsmen, I continued my riding career on Husqvarnas. I was fortunate enough to have Husqvarna sponsorship during the 1985 season when I won the NETRA Enduro and Hare Scrambles championships riding a 250cc XC Husqvarna. In 1986, I rode a Husqvarna 250cc XC in the ISDE Qualifier series and won 4 Gold medals. Later in 1986, I then rode a Husqvarna 250cc WR to a Silver medal at the 1986 Italian Six Days in San Pellegrino, Italy.

In 1980, I sold this 175cc Husky to Jan Lipka, a high school riding buddy and soon thereafter I lost track of where the bike ended up. My friend Mark Daigle found the Husky in 1999 and bought it back from Jan (who had sold it once and bought it back

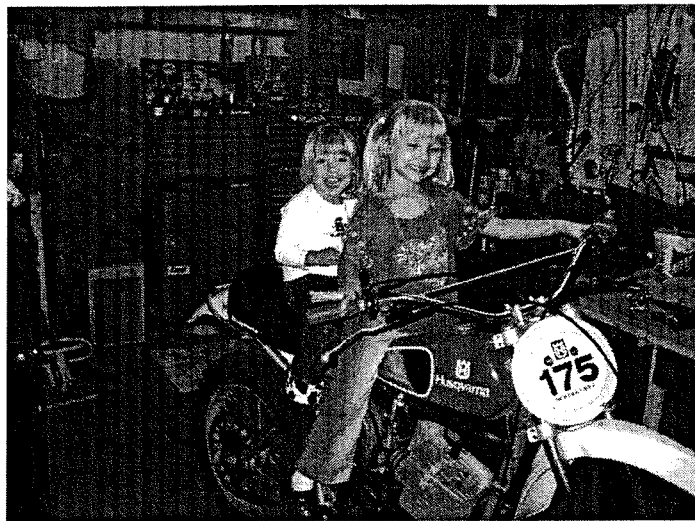


Alan and his 175



Jan Lipka and Alan Wickstrand

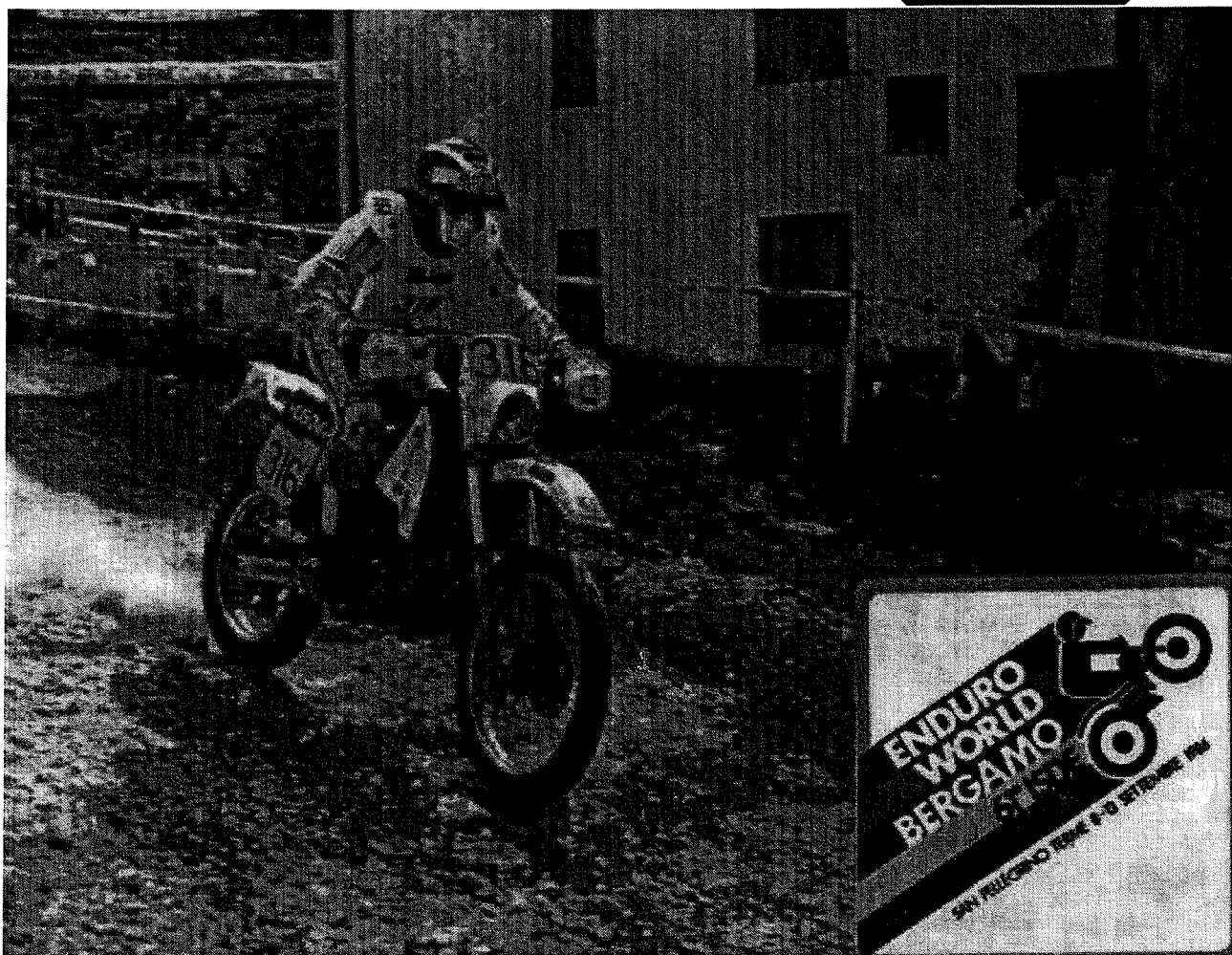
again himself). It needed mostly cosmetic TLC, but Mark's intentions were to restore it from the inside out and from the thing ground up. The bike was completely disassembled and everything was bead blasted, including the frame, the engine cases, and most components. The Motoplat was in good shape and the bike still had the Lectron carburetor on it that replaced the original square Amal. The frame and swingarm were painted as well as the engine cases and other components. We decided not to paint the cylinder and head, as they looked so nice just bead-blasted. The bike has Koni shocks in place of the stock Girlings. New swingarm bushings were also fabricated and installed along with the new fork seals in the Betor forks. New stock cables with Magura controls were also installed. Most everything was assembled with 'Neverseize' compound. We also found some better wheels and put on new Trelleborg Tyres front and rear. Although I have owned in excess of 25 motorcycles over the past 33 years, the 175cc Husky will always be special to me and remembered as the bike that I really started my racing career with. Through the tireless restoration work of my friends Mark and Jan, recalling my early racing days aboard this bike is now much easier.



Carly and Gretchen pose with Alan's 175 CC

**c r o s s c o u n t r y**

**175**



Press photo of Alan riding a winning Husky at the ISDT Italy in 1986

# MegaClassifieds #37

**Wanted :** Husky 450 Desert Master, probably 1972. Not sure what years they were made. Could you run a wanted ad for me? If you know of one please advise. A restored bike or project would be fine. Have cash, will travel! My e-mail is [cemac@macallister.com](mailto:cemac@macallister.com) and phone is 317-543-0306.

**Wanted:** new parts for 1983 250 WR: clutch lever, oversize pistons #2 and #3, brake shoes front and back, ignition and coil, rebuild kits for shocks front and back, wheel rims front and back, brake lever, rubber fork caps, clutch plates, gaskets for manifold and cylinder and cases. Call Mark at 650-854-4990

**Must sell:** 1983 125 WR. It has a new PVL ignition system, large plastic gas tank. I rebuilt top end with all new parts last spring. Just recently I put tires and brakes. It runs and rides real good, but still needs some work to race. Asking \$1000 o.b.o. Must sell!! Child on the way. Call Cory Lawrence, Montgomery, AL at 334-354-2706 or 334-549-7655.

For sale 1981 250 CR Dirt Complete Runs \$500 can send photo if interested "Richard Dawson" <[redawson@surewest.net](mailto:redawson@surewest.net)>

**Wanted:** 1977-78 CR 125/250/390 in running condition. Cash or partial trade KTM. Leo (816) 822-9367 or

**Wanted: 4 stroke 1983-84 twin shock , or 85-86 single shock 510 air cooled Husqvarna 510 running or not. Please drop me a line - [seanhughes57@hotmail.com](mailto:seanhughes57@hotmail.com) cheers Sean**

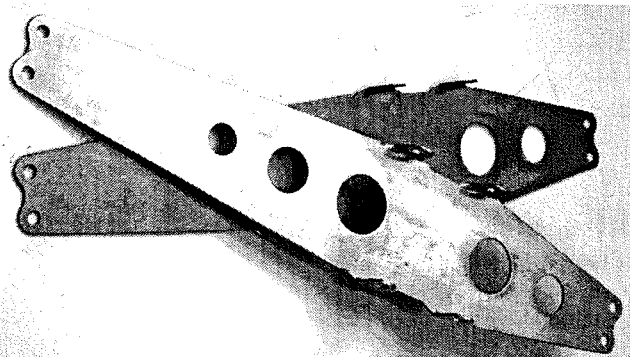
**For Sale -** an original 1988 430 AE with factory installed Husky motocross forks, 350 original miles. Also have (2) 1977 360 Autos good condition. All have sat for last 10 years in a garage. You may E Mail me at [janderson@tarragon.com](mailto:janderson@tarragon.com)

For sale - '83 250XC. The previous owner painted the frame grey and the tank black for some reason. I had the motor completely rebuilt 2 octobers ago, rode the hell out of it until I just recently lost the bottom end. It starts but quickly tightens up and can't be turned over. I do't have the funds to restore this bike to it's original white yellow and blue plus I'm assembling a 74 450 currently. Pics are available if anybody wants to contact me, please call Nate Moore at (203) 468-1866 email - [NATHANIEL.MOORE@PO.STATE.CT.US](mailto:NATHANIEL.MOORE@PO.STATE.CT.US)

Wanted - looking for parts for a 1995 WXE 610—particularly a head, cam chain, cam chain sprockets, rocker arms, etc. Or, it may even be cheaper to buy another similar 610 and use parts on it for my bike or vice versa. Do you happen to know which model years would have the same engine as my 610 ? Thanks David E. Bailey Las Vegas, Nevada 89119  
Email: [d Bailey@lawrosen.com](mailto:d Bailey@lawrosen.com) Telephone: 702-386-8637

Up for sale is a very original 1973 125WR. Seat, tank, handlebars, front fender, pipe, airbox, shocks, oilers, and number plates are original. Bike has some surface rust on the frame and minor chipping on the tank. Pipe appears to be the only item repainted. Engine still has the 125WR sticker intact. This is an UNRESTORED ORIGINAL motorcycle. Starts 2nd kick. Bike was displayed in the Husky tent at Vintage Motorcycle Days. It runs and shifts great but is not a living room piece. These are harder and harder to find. North Carolina 336-540-9535. JOHN

## Husqvarna race bike front fender mount

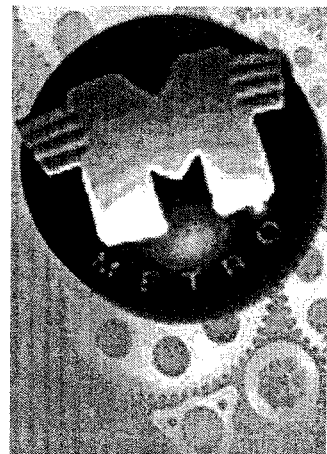


**This bracket is made of Aluminum or SS, fits 66-75 triple tree mount, allows alloy fender or plastic to mount close, strong and with minimum weight !**

Hi Craig,

We met at the Mid-Ohio swap meet. I was the guy that had the fender brace/conversion bracket for mounting a new style front fender. Did you get a chance to take a closer look at fit and function of the bracket? I am interested in your opinion or any suggested improvements of this item. If you are planning to do an article for your news letter about our encounter at Mid-Ohio and my little fender bracket idea I would appreciate your mentioning my friends Don and Peg Miller at Metro. They have been the prime motivator behind my renewed interest and participation in AHRMA and other motorcycle related activities. Please take the time give them the credit for any of my involvement and enthusiasm. Without their encouragement I would have never made the effort or even considered a trip to Mid-Ohio. Believe me it was well worth all the time and effort. They are great people who I would like to thank for all their support and commitment with a never ending enthusiasm. Email or call me at my work number below if you want to discuss any of the Ohlins shock parts or set up tooling for the Maico applications we discussed. I also have a few items I would like your opinion on regarding the restoration of my 1975 360CR. That is, if you have the time and don't mind my questions. I can give you a phone call if you prefer. Please let me know.

Best regards  
Jim Case Phone 607-755-7570  
email: [jamesr.case@eitny.com](mailto:jamesr.case@eitny.com)



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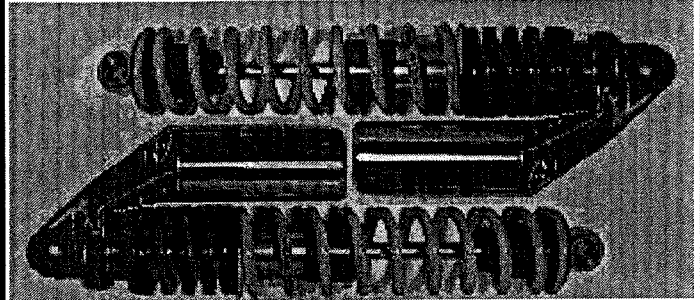
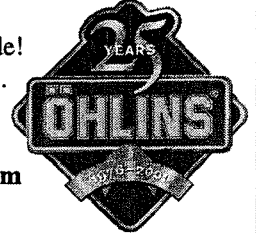
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Shown are custom Öhlins for Yamaha HL500

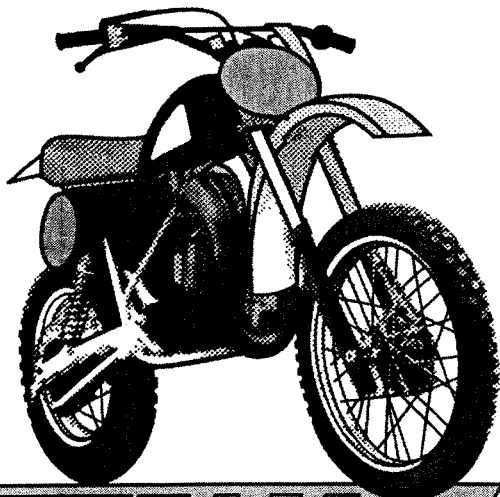
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## Dear Husky Club - Letters

Craig,

Did my membership run out? The last one I got was #36 and it seems like I should have the next one by now. Got to have the next one! Let me know if I'm due to renew.

As long as I'm writing, can you tell me how much fork oil goes in 40mm 12" travel husky forks (each leg).

My Husky project goes on. Built the 125, found out I'm too big (fat) to go really fast on one of those, so swapped out for a 250 motor, tank, pipe and carb, and OH MY GOD! ML frame, '78 250, '82 pipe, 15" Progressive shocks, '79 leading axle forks, 11 tooth sprocket. What an awesome woods machine! This winter I swap out to an MM '79 frame, install the 12' forks, 17" shocks and, Wa La, a '79 is born. OK, the 40mm forks aren't correct, but they're better and this is MY BIKE.

My modum awaits your reply.

Ross Harder



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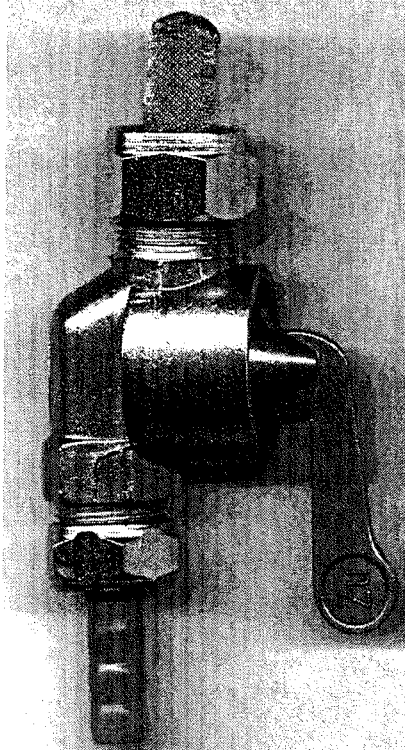
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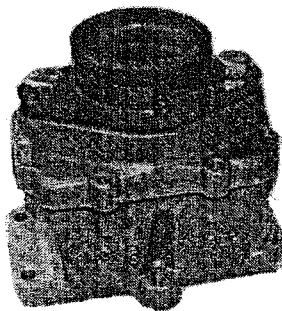
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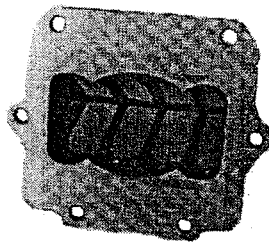
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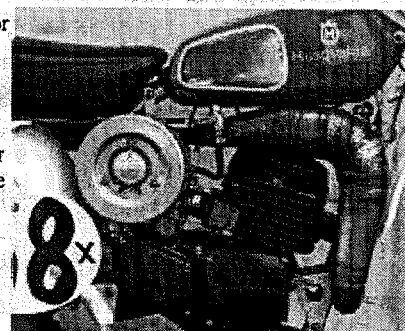


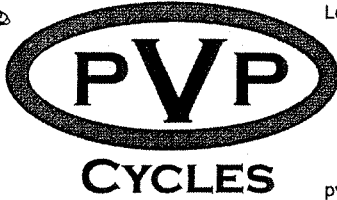
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[hrhusky@aol.com](mailto:hrhusky@aol.com)

Hot Rod Husky now has a new product line of pipes for the 250 Mag and the 400 Husqvarna they are through the frame pipes with an alum silencer, 5 lbs lighter than stock with better power band! The price for the pipe is \$325 with silencer. Call me at 515-984-7911 after 5:pm CST or you may email at [hrhusky@aol.com](mailto:hrhusky@aol.com)





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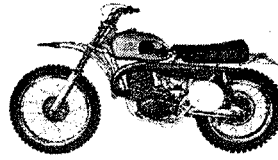
Hopefully these average costs will be helpful to you on your project. We definitely are not the cheapest on the block, but with every project our reputation is on the line and we stand behind everything we do. Just remember to win the race you must first finish the race.

Please call Andy to discuss your project. Toll free in the U.S. is 888-634-4949 or 502-634-4949.

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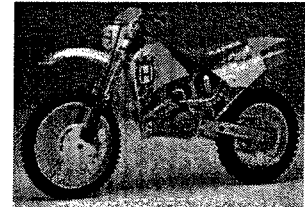
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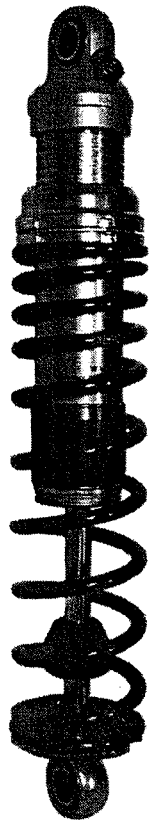
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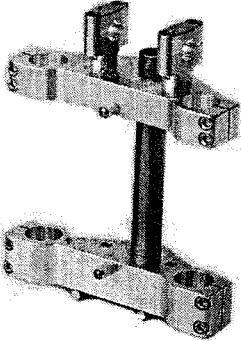


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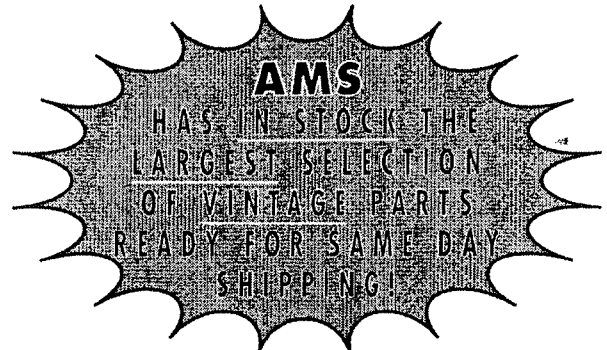
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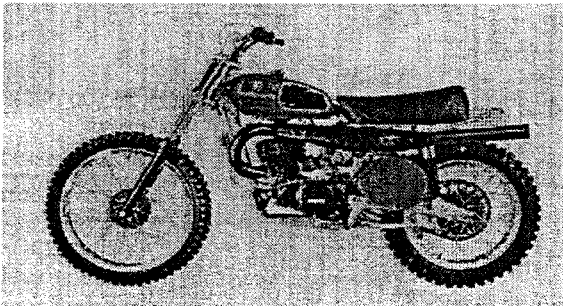
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