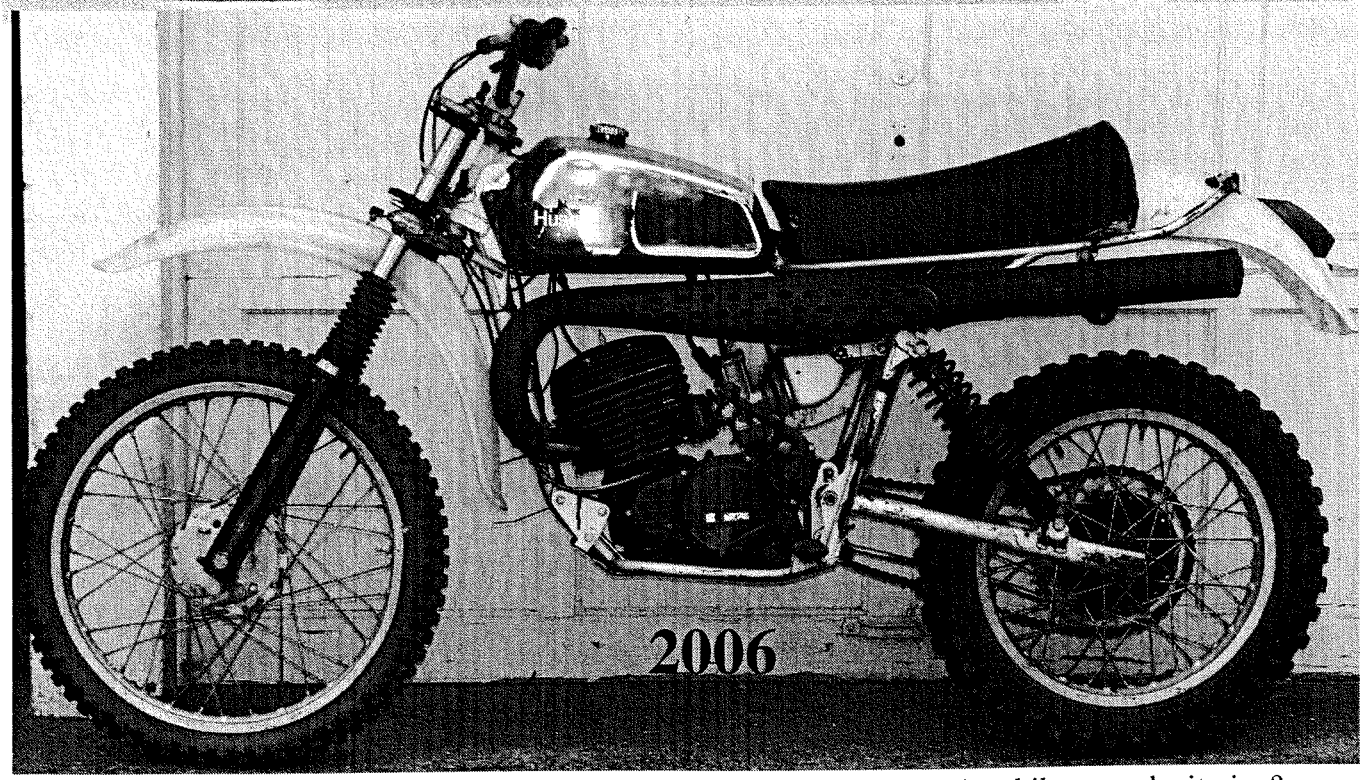
360WR Husqvarna Report #38



How much money and time would you need to spend on a project bike to make it nice?

Index for 38

1978 6-DAY S ISDT HUSQVARNA

B I K E PRE PAR A T ION TECH TIPS

(not sure , but i think Dick Burleson wrote this)

The following is a detailed description of how we go about preparing our bikes for the Qualifiers and subsequently for the Six Days. (1978)

In building a bike for these events there are two things that are of prime importance; absolute reliability and ease of servicing. All of the work detailed below will be directed towards those
The basic procedure we follow is to take a new bike and ride it for 2 or 3 hours.' This will let us know if there are any specific problems that need extra attention. Then we will completely disassemble the bike and reassemble it with the modifications outlined below. Remember, careful work done now can eliminate problems during a race.

CHASSIS

1. Remove paint from frame at front motor mounts, rear swing arm mount and on inside of motor mount plates.

2. Use washers between frame and rear seat mounting brackets.

3. Grease swingarm bearings with waterproof grease.

4. Remove bushing from front of rear brake arm anchor, grind down end of anchor .020", reinstall bushing.

ENGINE

I. Split Cases.

2. Remove any problem found in initial riding.

3. Polish edges of shift arm, shift detent, drum detent.

4. Clean and match ports in cylinder. (Don't get radical here because motor must last at least 1000 miles!)

5. Reassemble with extreme care and cleanliness. .

6. Install motor in frame making sure motor mounts are free of grease and oil for good electrical contact.

SUSPENSION

1. Disassemble forks and install good fork seals; we use one Honda seal 91255-273-000 and one Husky seal above it.

2. Reassemble forks using extreme care and cleanliness.

3. Fill forks 250 CC of fork oil; we use the following guidelines as far as oil viscosity for temperature ranges;

Above 75 degrees Fahrenheit 40 W

50-75 degrees Fahrenheit 30 W

30-50 degrees Fahrenheit 20 W

10-30 degrees Fahrenheit 10 W

Below 10 degrees Fahrenheit ATF

4. Install forks on frame.

a) If using frame with ball bearing steering head, pack with grease and use 23 individual balls in the top and bottom -tighten by hand, back off 1/4 turn, loctite top jam nut.

b) If using taper roller bearing, grease and be careful of seal.

5. At the rear you want to use a shock that is strong; rebuildable, and works well for trail use. We recommend either the Curnutts as stock on the OR bikes or Ohlins with the cross country damping. If you use the Ohlins on a CR frame, indent the rear fender to allow

room for the reservoir tube of the left shock to go between it and the frame. If you want to use Ohlins on a frame that doesn't have reservoir mounts, you can use the right frame rail under the seat to clamp the right reservoir to. A straight bar should be T.I.G. welded to the frame just under the seat. One end of the bar should be welded at the inside corner of the left frame rail and the bar that goes across for the front seat mounting bracket. The other end of the bar goes at the junction of the right frame rail and the main frame backbone. The left shock reservoir can be secured to this bar with a hose clamp.

6. We are replacing the stock bottom chain tensioner rubbing block with a modified skateboard wheel. You need to get a 1-7/8" diameter wheel for CR's. OR's. WR's. except 125 and Autos take 2-1/2" diameter wheel. We use wheels that have 2 sealed bearings 7mm wide with 8mm hole and an 11mm spacer between them. We than cut the skateboard wheel down to 25mm width so that it is flush with the bearings on both sides. The skateboard wheel is then installed with the brake pivot bolt thru the bearings and spacer. The top rubbing block must be widened to 25mm also. We cut 2 pieces from the discarded bottom rubbing block. 2mm wide and place them on either side of the original block. 5mm longer bolts will have to be used for this wider guide.

8. Together with this widened tensioner we are widening the rear chain guide with 2-1mm washers. The point of the widening is to allow usage of the Husky O-Ring chain. The O-Ring chain is a must for the Qualifiers and Six Days.

WHEELS

The major concern here is to be able to quickly and easily fix flats and change tires.

1. Remove rim locks. We are using the new gold rims with pins to keep the tire from spinning. Tire pressure shouldn't be less than 10 psi front and rear. Sun rims with pins serve the same purpose.

2. In order to remove the front wheel easily we are modifying it as follows:

a) Remove wheel and axle from fork.

b) Put axle thru wheel and tighten.

c) T.I.G. weld left side Axle nut to steel spacer of brake backing plate.,

d) Cut off head of left side Axle nut. Plug the end of the nut with a rubber plug or silicone seal.

e) Reinstall front backing plate in left fork leg.

f) Install wheel making sure fork legs are not binding.

g) Tighten left side pinch bolts.

h) Remove axle .and grind down outside edge of right axle nut approximately .015" 1/8 inches from end. This will make the axle easier to pull thru the fork slider. Remember, the right axle nut should be loctited to the axle.

i) When changing front tire, lay bike over on left side, loosen right pinch bolts; pull axle out right side, pull wheel out. To replace wheel, turn left fork leg out to slide wheel in, put wheel on top of brake plate. spinning it slowly to get hub over brake. Then line up wheel with right fork leg, install axle. It is easier to get the axle in if you lift up the fork leg, taking weight off the wheel.

3. In order to remove the rear wheel easily we are modifying it in two ways depending on which wheel is used.

a) In both cases, the left side spacer must be made into two pieces. For the 18" wheel with a 57mm spacer. replace it with a short spacer from the front wheel 1516-536-01 and an old rear wheel spacer 1516-669-01. For the 17" wheel the spacer must be cut in two. flush with the hub. In both cases make a groove in the outer piece and, using the inner cable from a control cable, strap it to the left shock bracket.

b) For the 18" wheel. T.I.G. weld the left side axle nut and spacer to the axle. A short bar can also be welded on to prevent the axle from turning and to provide something to pull on when removing the axle.

c) For the 17" wheel. T.I.G. weld the left axle nut axle and adjuster to the axle. Notch the swingarm at the left chain adjuster hole so that the axle adjuster, can be pulled straight out.

d) When changing the rear tire, first remove axle nut, then lay the bike over on the right side. Pull the axle out from the left (up) side. Place the axle spacer

with the strap on it over the shock out of the way. Slide the wheel forward derailing the chain. Lift the wheel up off the brake shoes and out. Reverse the procedure when installing the wheel. Be careful to get the right side spacer in the correct position before fully installing the axle. On the 17" rear wheel. this process will be difficult because of the extra width of the hub. All we can say is practice; we are working on a better solution.

LIGHTS

1. We are using Preston Petty headlight number plate with the new mounts that clamp on the fork tubes. You must cut away the gusset on the backside of the number plate just to the right of the left mounting bracket to allow sufficient clearance for the front brake cable.

2. When wiring the lights, we run them direct with no switch. The filaments in the headlights are more flexible when warm. Wire the high and low beam together with the tail light.

3. We are using the Preston Petty taillight socket and lense on our stock rear fender just as the replica bikes are. This involved holding the bulb and socket with a rubber fender bracket and holding the lense on with screws and locknuts.

4. Remember careful. routing of wires can prevent problems when the lights stop working. Also ground both front and back lights at the ignition bracket. A loop of the wires coming off the front headlight bulb will prevent breakage of the wires from turning the steering head thousands of times.

CONTROLS

We cannot stress enough how important good routing of cables can be.

l. We recommend the Whirlpull Gunnar Gasser throttle; it will save throttle cables.

2. Front brake cable must be free to move behind the number plate. Make sure there is nothing the cable can hook on when the forks are fully compressed. .

3. Clutch cable should be routed so as not to hit exhaust pipe.

4. Auto disengagement cable free play must be 1mm.

5. We use Yamaha lever covers.

6. Use steel cable adjustor lock nuts, not the black plastic ones .

7. Lube brake and clutch -do not lube Terry Cables if used.

8. Malcolm Smith products has a good folding shift lever we are using.

9. Lube brake pedal pivot with Never-Seize.

TOOLS

Here is a list of the tools we carry for the Six Days.

1. Special tool - fits spark plug/rear axle nut/front axle nut/13mm open wrench.

2. 4" crescent wrench .

3. Straight blade screwdriver/Phillips Screwdriver.

4. 5mm Allen wrench.

5. Pliers or channel locks or vise grips.

6. (3) Tire Irons and CO2 cartridges.

7. Chain breaker.

8. Miscellaneous parts - axle nut/ sprak plug/ 10mm nut/ 13mm nut/ chain parts.

CONCLUSION

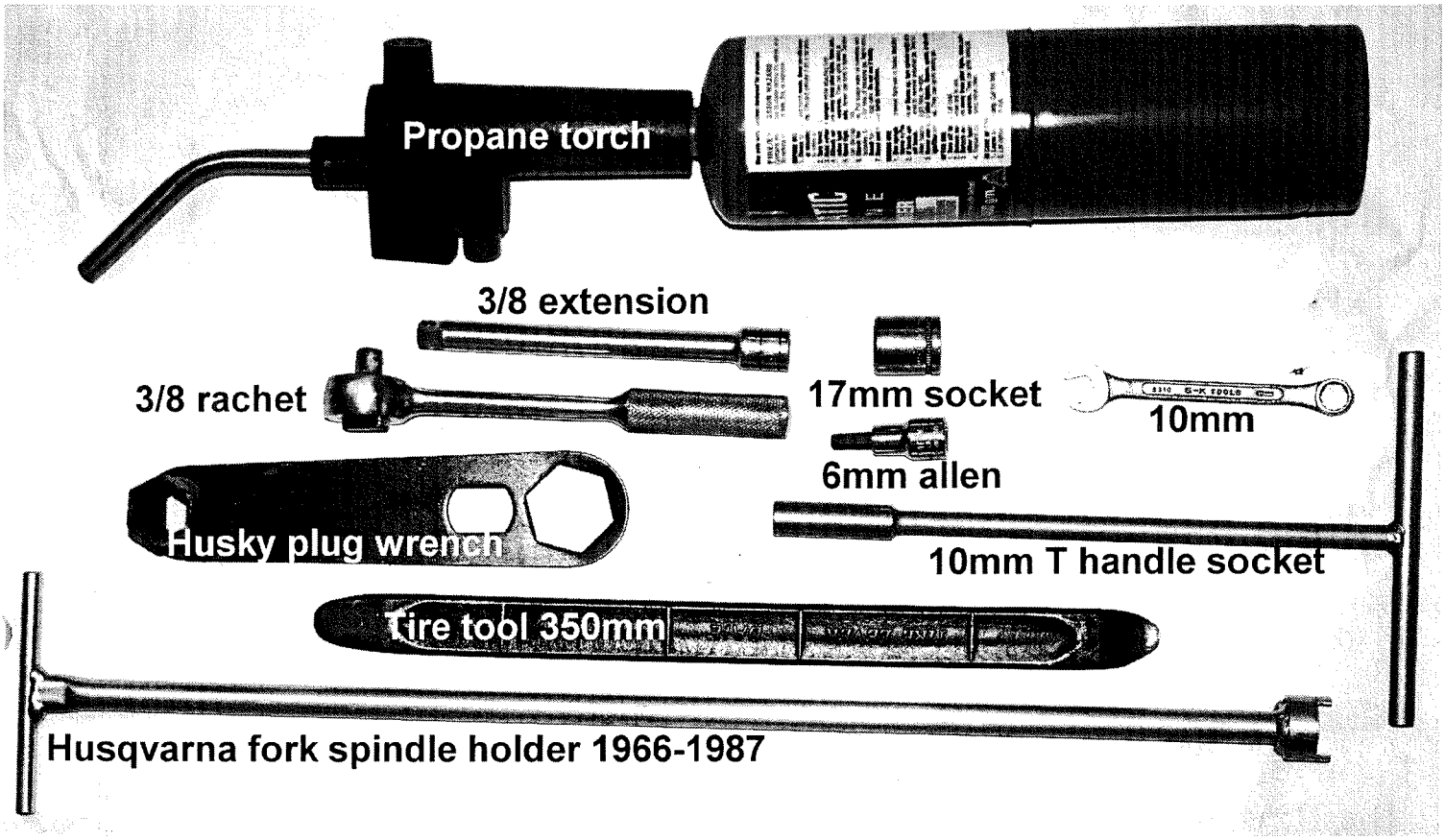
We'd like to throw in here a couple of ideas that might be worthwhile in the future. Remember problems you have had in the past and try to come up with a complete solution. You are the one to blame if you have the same problem twice. Detail work is what will make a race easy or hard. Almost always it is small problems that make for bad results! You should try to work on your bike as much as possible to become familiar and confident on working on it. Two things you want to do if you do nothing else -

1) protect the spark plug lead from the exhaust pipe.

2) route the throttle cable carefully - the Terry Cables come with a spring protector to keep it from burning on the pipe. If you use one, remove the wire on the exhaust pipe designed for that purpose.

editors note

*Remember this is a **1978** article! I find some of the Tips are not well explained as to why or how!*



Fork Repairs

You need pretty basic tools when servicing your Husqvarna forks and I have tried to show the basic tools I use when preparing to disassemble a set for new seals. Fork should be empty of oil and spring and clamped back into triple clamps. Propane heat might be needed to "kill" any loctite that might have been used to hold the spindle parts secure. This is only used on the single bolt holding the spindle. About 30 seconds of propane heat should be enough, right on bolt head, up the center bottom of leg.

Once this bolt is out do not let the pieces come apart, simply drop out the step washer put the bottom bolt back in , and use this bolt to pull the dome washer out with the spindle.

(This does not apply to silver legs that dont use a dome and step washer)

The **6mm allen** you can get at Sears, also pick up a 5mm as well for engine work, 3/8 drive is fine. husky fork tool is easily made in home shop, dimensions are in this newsletter. Husky plug wrench simply has the large hex for upper fork plug, certainly you can round these off with your Cresent wrench. The prime tool here, once all is apart, is the **tire tool**. This is the tool you will need to extract the seals in the lower fork leg. It has the perfect end bends to drop into the fork leg, a nice flat area to use with leverage against the top of the fork leg. Some times I put the tire tool in a vise and use the fork leg itself to lever out the seals. Sometimes heating the top OD of the fork leg with propane will help as well in allowing easy seal removal. The alloy expands in diameter, the sealants get soft. 15-30 seconds of heat is plenty.

The trick , I find, to keeping a Husky fork from future seal leaks is to simply repolish the chrome legs on a shop buffer, I use a tight 8" buffer wheel, white rouge, 3600 rpm, 3/4 HP, and a very light touch, but thoroughly polish the chrome leg. I use standard fork seals 35x47x10, two in each leg, the rubber encased style.

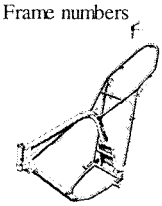
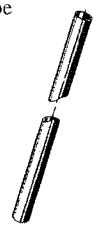
Reassembly after the seals are in, and dealing with black legs, I use a thin wipe of silicone seal on the dome washer. Then with the fork collapsed I install all pieces, use small amount of 222 minimum hold Loctite on the bottom bolt, and torque all down using a rubber T handle allen (not shown) for final torque.

Prior to assembly the lips of the new seals should be thoroughly coated with red grease, the lower, outside of the polished tube wiped down with same grease as well.

Husky forks 1966 - 1977 all use 20, 30, 40, or 50 weight fork oil depending on outside temperature and riding style. This oil is not easily found anymore at a local small shop. But it is very easily found on-line or at a big motorcycle shop.

Your manual advises on amount of oil. You can increase this and find possible better damping,but too much and you reduce fork travel with hydraulic lock. Maybe 10-40 cc range is best to play with. Some people have good feeling with adding air valves, but if you don't use nitrogen, it is a waste of effort. Pressure, I hear, should be 4 - 8 psi range. Hope this helps! Happy huskys!

Husqvarna Straight, Axle In-Line Fork Parts Table

Year	Model	Frame numbers 	engine	spindle 	tube 	spring 	valve 	return spring 	seal ring steel - used with return spring  plastic 	lower leg 
1969	250, 360, 400	MG		-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1970	250, 360, 400	MH		-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1971	250, 360, 400	MI		-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	125 CR/WR	MJ	2022	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	250CR	MJ	2018	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	250WR	MJ	2019	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	400CR	MJ	2025	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	450CR	MJ	2021	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1972	450WR	MJ	2024	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1974	400WR	MK	2038	-15 12 141-01s	-15 12 110-01	-15 12 112-01	-15 12 153-01	15 12 130-01	15 12 145-01	15 12 148-01
1973	250 WR RT	MK	2026	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	250 CR	MK	2028	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	250WR	MK	2032	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	360 WR RT	MK	2023	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	400CR	MK	2030	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	450CR	MK	2021	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1973	450WR	MK	2024	-15 12 141-01s	-15 12 170-01	-15 12 112-01	-15 12 171-01	15 12 130-01	15 12 176-01	15 12 159-01
1974	250 CR	MK	2033	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1974	250 WR	MK	2037	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1975	250 CR GP	ML	2042	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1975	250 WR	ML	2043	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1975	360 CR GP	ML	2045	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1974	400CR	MK	2030	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1975	400WR	MK	2048	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1974	450 CR	MK	2034	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1974	450 WR	MK	2031	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1975	460	ML	2034	-15 12 237-01s	-15 12 170-01	-15 12 112-01	-15 12 239-01	15 12 240-01	15 12 238-01	15 12 159-01
1976	250 CR	ML	2042	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1976	250 WR	ML	2051	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1976	360CR	ML	2055	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1976	360WR	ML	2052	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1976	360 Auto	ML	2053	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1977	360 WR	ML	2052	-15 12 257-01	-15 12 170-01	-15 12 231-01	-15 12 239-01		15 12 258-01	15 12 159-01
1977	250 WR	ML	2060	-15 12 271-01	-15 12 170-01	-15 12 231-01	-15 12 269-01		15 12 258-01	15 12 267-01
1977	360 Auto	ML	2053	-15 12 271-01	-15 12 170-01	-15 12 231-01	-15 12 269-01		15 12 258-01	15 12 267-01

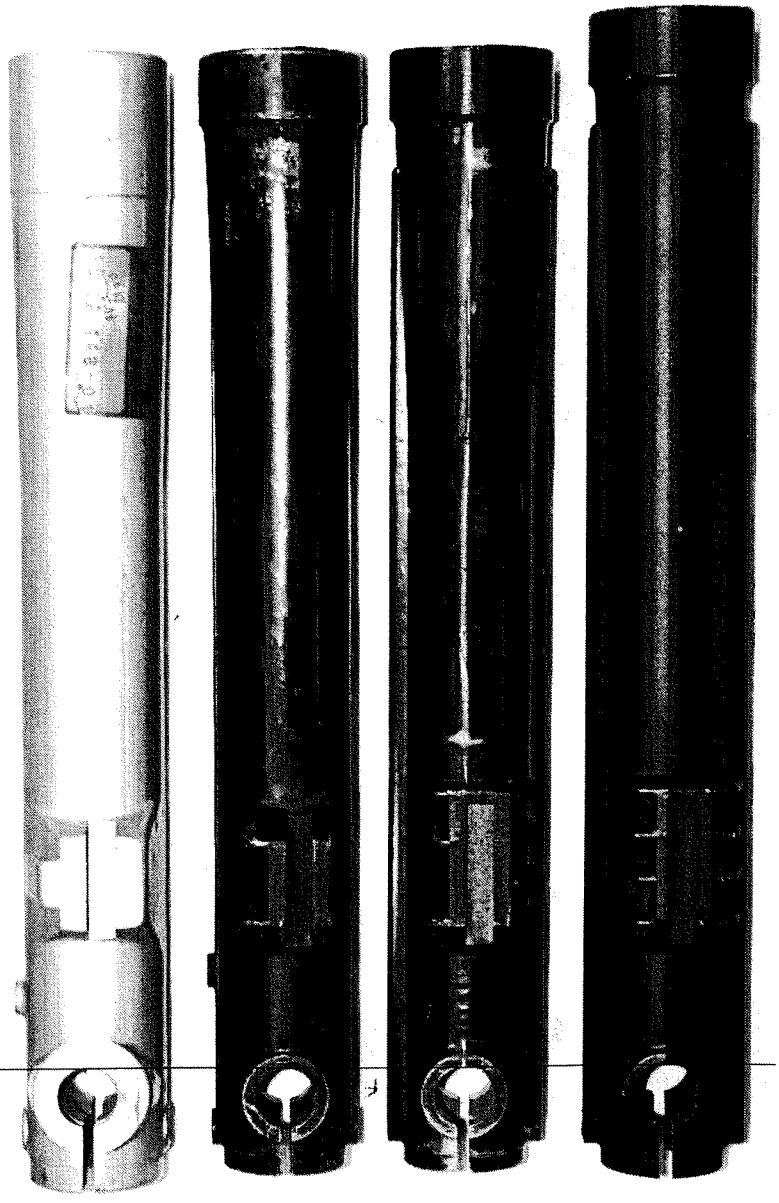
Husqvarna lower fork legs exist in four designs -
1) early silver 1969-1974 - 15 12 148-01
2) black leg flat rib 1973-74 - 15 12 159-01
3) black leg raised ribs 1974-1976 - 15 12 159-01
4) black leg extended 1977 WR - 15 12 267-01

Note that the same part number is used for the flat rib and the raised rib black lower of 73-76. There is no real defined date of the introduction of the two raised rib design, but it is generally accepted that this happened in mid to late 1974. The overall length gain with the 77 WR lower is 15mm, so it is 398mm overall rather than 383mm overall. Interchanging the parts between straight leg Husqvarna forks can be done as long as you realize that the appropriate spindle, valve, spring need to be present as well. This appears easy to understand at first, but it actually is not. The pieces may fit together, but chances are the damping characteristics will not be suitable and you may not be a frequent enough rider to notice or correct the problem. The problems generally occur between the spindle choice and the lower valve choice. Using the 77 lower will possibly create a spring too short in length if not paired with a 77 spindle.

The seals required in a silver leg are 35x45x10. hard to find!
The seals required in all black leg are 35x47x10. common!
Many silver legs have been machined to 47 to eliminate seal choice problems.

Notice how the brake stay portion of the lower leg evolves. The later lower legs are fitted for larger brake diameters. This needs to be considered when fitting forks, brakes and wheels together. There is a weight savings with the later black legs as well as a material upgrade to Elektron alloy, however the biggest weight savings is the use of thinner, upper, chrome fork tubes.

Outside View



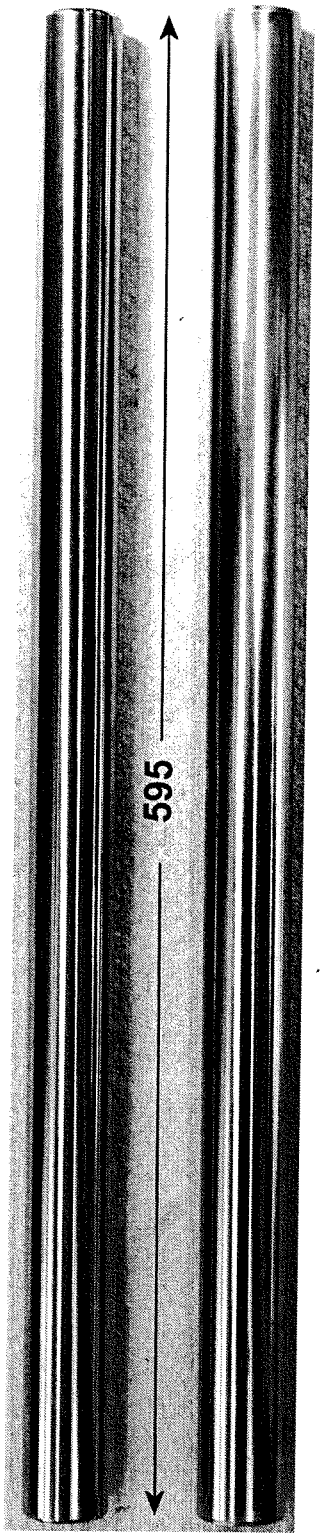
Inside View

Husqvarna upper chrome tubes are of only two types for 1966 thru 1977. (125 are not coverd in this article as they used Betor straight leg forks for the early 1973 thru 1977.)
1) the heavier early style - 15 12 110-01 (-02)
2) the later thinner style - 15 12 170-01

The chrome upper legs are identical in outer diameter, length, and thread type and size at both ends. However the ID is quite different and leads to bad choices when restoring or repairing a bike to race. The ID must be matched with right spindle, lower valve, sealing ring, return spring.

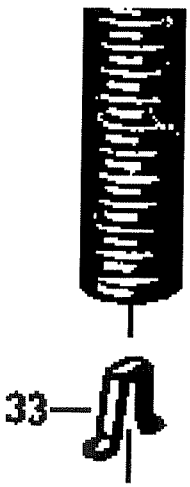
early tube length - 595mm
early tube OD - 35mm
early tube main tub ID - 26.7mm

late tube length - 595mm
late tube OD - 35
late tube main tube ID - 28.7mm



Oil deflector or oil brake clip was used on 74 and 75 fork legs to knock down the oil squirt from the spindle top. I do not have an example to dimension for you at this time. I do not use these, but you may want to try them. They are placed at spring bottom and are trapped between spindle top and spring. Other style deflectors you could fashion and install as well.

33 = 15 12 241-01 - oil brake



Husqvarna fork springs are of only two types for 1966 thru 1977.
1) early style - 15 12 112-01
2) late style - 15 12 231-01

The early spring is a progressive wound spring with the cross-over from dual rate to single final rate occuring at about 90mm of compression. Spring OD=25.5mm, wire=4.1mm, coil count =85, spring rate .340 Kg/mm cross to .380 Kg/mm

The later spring is longer due to longer travel forks and is a single rate spring.
OD=27.8mm, wire=4.25mm, coil count=81, spring rate = .360 Kg/mm

The later spring will not fit into the early tube as the spring ODwill not allow.

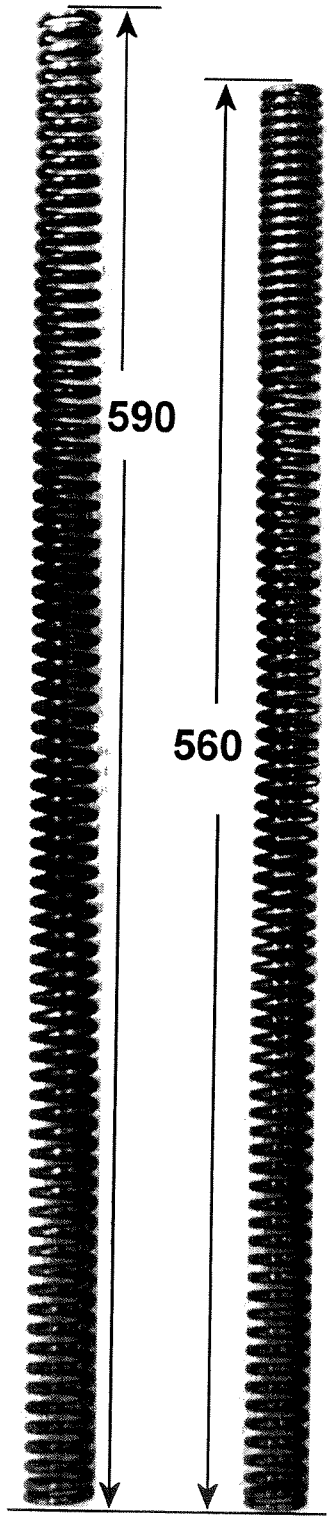
These period spring rates would be set up for a 70 Kg rider (155 lbs) plus period gear. If you plan on changing spring rates, make sure the new spring will allow for full fork travel. Any new spring most likely will require the use of a spacer to achieve correct preload. This is to be expected.

Just as you preload a rear spring to achieve a good race sag, a front fork set should also be preloaded to have a good race sag. Stiction will make this more challenging, but your own experience is most likely your best guide.

Progresive fork springs can be installed in any motorcycle by stacking two springs together and utilizing a dual, lighter rate until one of the coil spring becomes solid or coil bound and this causes the rate to shift to the single rate of the remaining coil. Not very common in todays dirt bike market. Dual, stacked, fork springs were used on Husqvarna in later years of leading axle forks 77-80. We will discuss leading axle forks in a later newsletter.

You should be able to clearly see the two rates in the early springs.

Minimum length of later stock spring is 575mm.
Minimum length of early spring is "must project above top of chrome fork leg when unloaded"



This page is intended to show the three spindle types used 1969 thru 1976. Hopefully it is not to confusing with all the dimensions shown. The purpose of the dimensions are to help you identify the pieces you might be working with and to help guide whether you have the right pieces being use together or something that is not working.

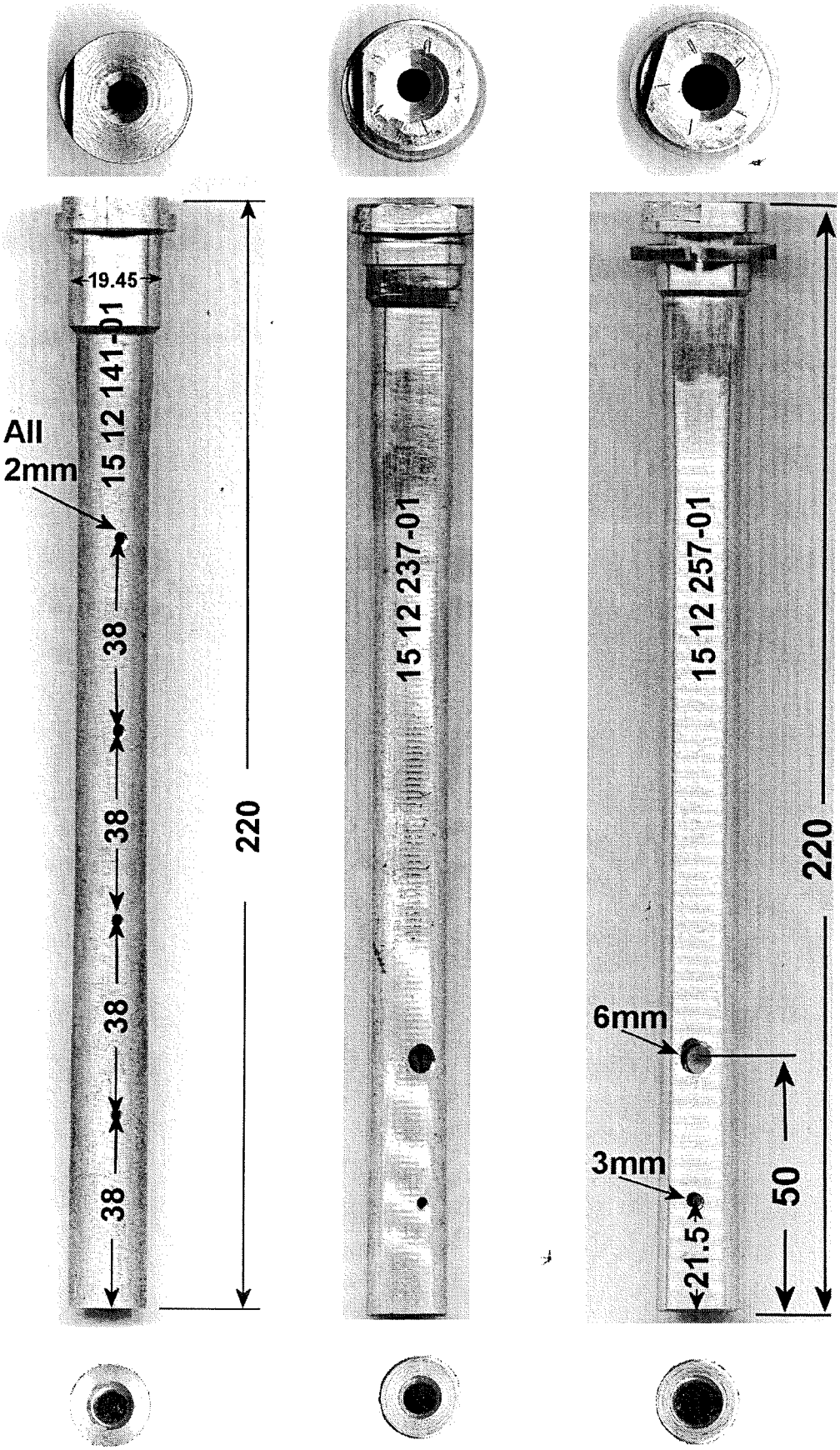
To the left is the 15 12 141-01 spindle that was used with the early upper tube and with late tube simply using a different seal ring. The later seal ring was simply bigger in diameter. Same long return spring. So basically the fork performance was similar from 1969 thru 1973, but the new 73 components made a lighter fork set.

The middle spindle 15 12 237-01 was designed to be used with a narrower seal ring and shorter return spring, so fork travel was increased. The center bore was increased very slightly from 6.6mm to 6.75mm and the damping holes were revised to a 5mm hole 50mm from bottom and a 2mm was 21.5mm from bottom. A new solid piece valve was used at the bottom of the tube with a slightly bigger bore and the diameter of the spindle was increased at both ends just slightly. Interchanging a 141 spindle with a 239 valve would most likely create poor damping and bottoming and topping of the forks. There are no steel thread inserts in any of these spindles, simple threaded into the aluminum.

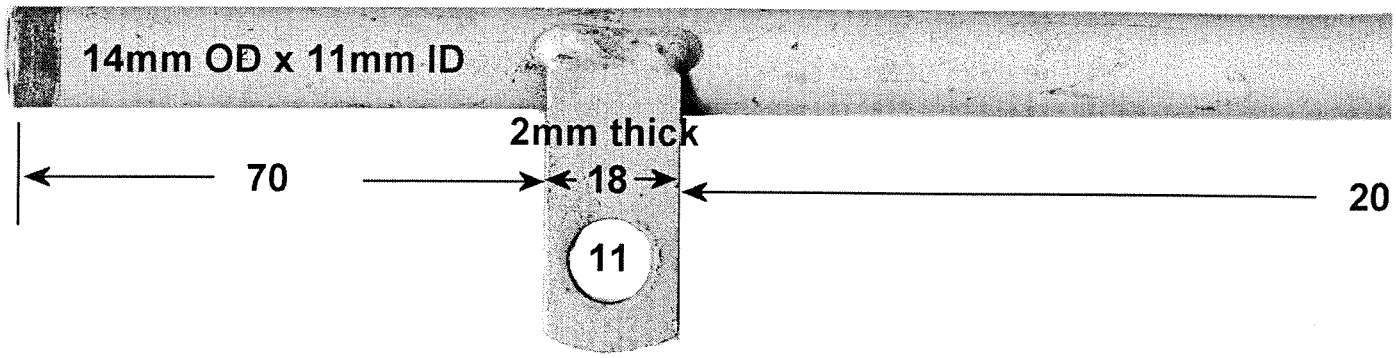
The right spindle 15 12 257-01 was used in the 1976 ML series Huskys. Increase center bore to 9.25mm, bottom mount is 10mm hex bolt, damping holes are 6mm and 3mm. The over all diameter of the spindle was increased over its hour glass shape and this also provided tighter clearance in the 239 valve. The plastic seal ring was used, return spring was eliminated. Fork travel increased , but i find these forks spend alot of time clanking at top end.

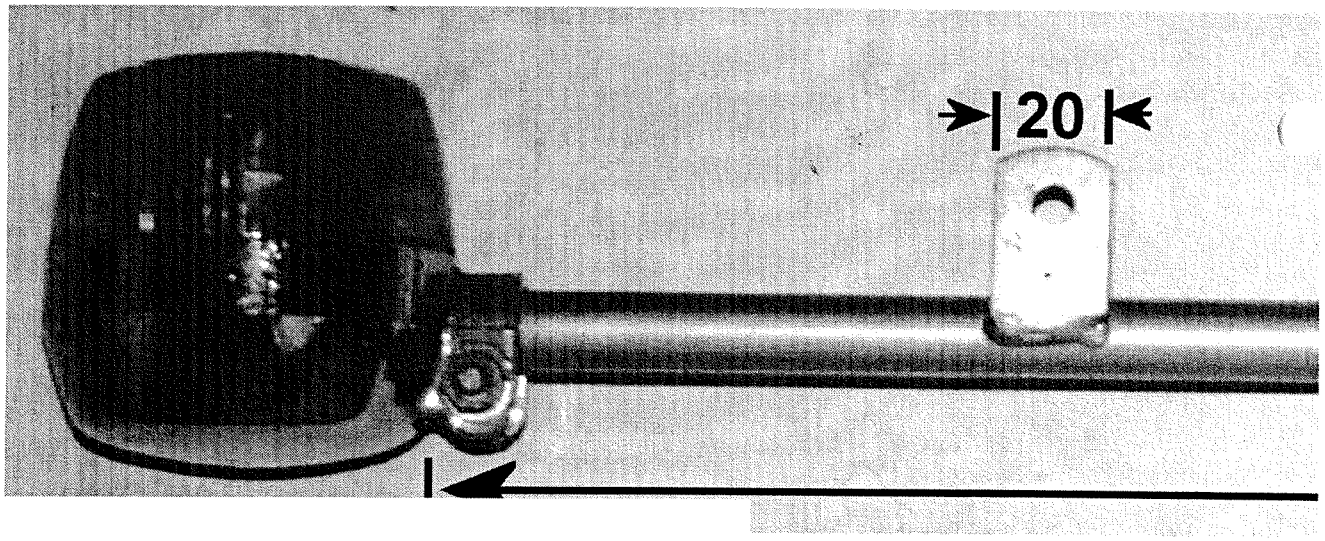
I do not have examples of #271, the 1977 WR fork internals. i would guess it is 12mm longer , but similar to 237.

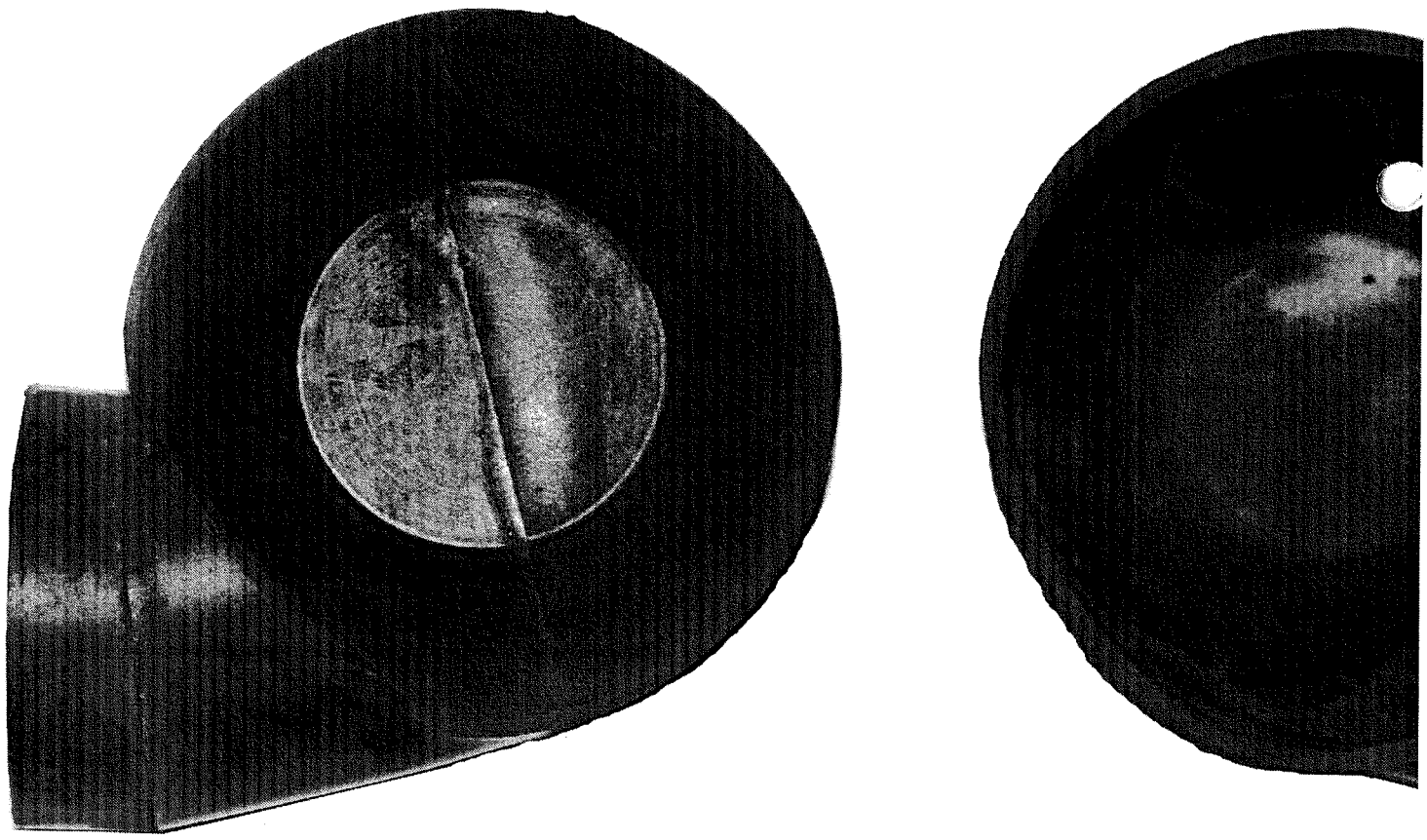
I read the fork modification article in June 1976 Motocross Action Magazine, pages 44 an 45. The improvement kit that is being sold for both the early silver leg (1969-1972) and later black leg (1973-1975)is simply using later stock Husky fork internals in these earlier legs. The 74/75 internals in pre 73 forks, the 76 internals in the 74/75 forks. You have all the photos and numbers in these pages to pursue this yourself.



I have been promising to run examples of RT turn signal bars with dimensions and so here they are. These are made from steel and painted silver to match frame. The single wire from each light runs inside the tube and terminates at a simple two prong plug. Grounding must be a problem so be aware. The carb boot below is just to show what it looks like, i dont know who can supply these, only fits 250 and 360 RTs.







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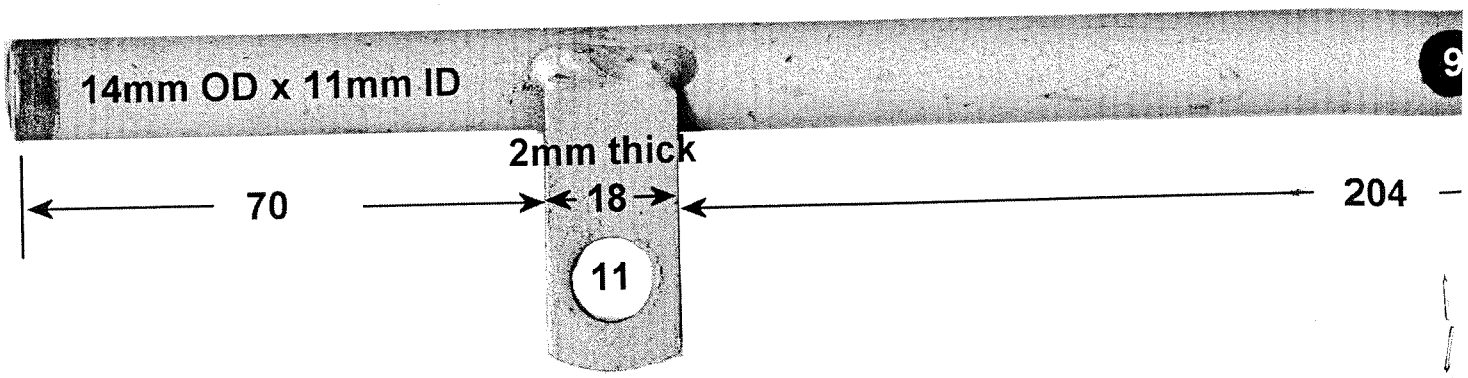
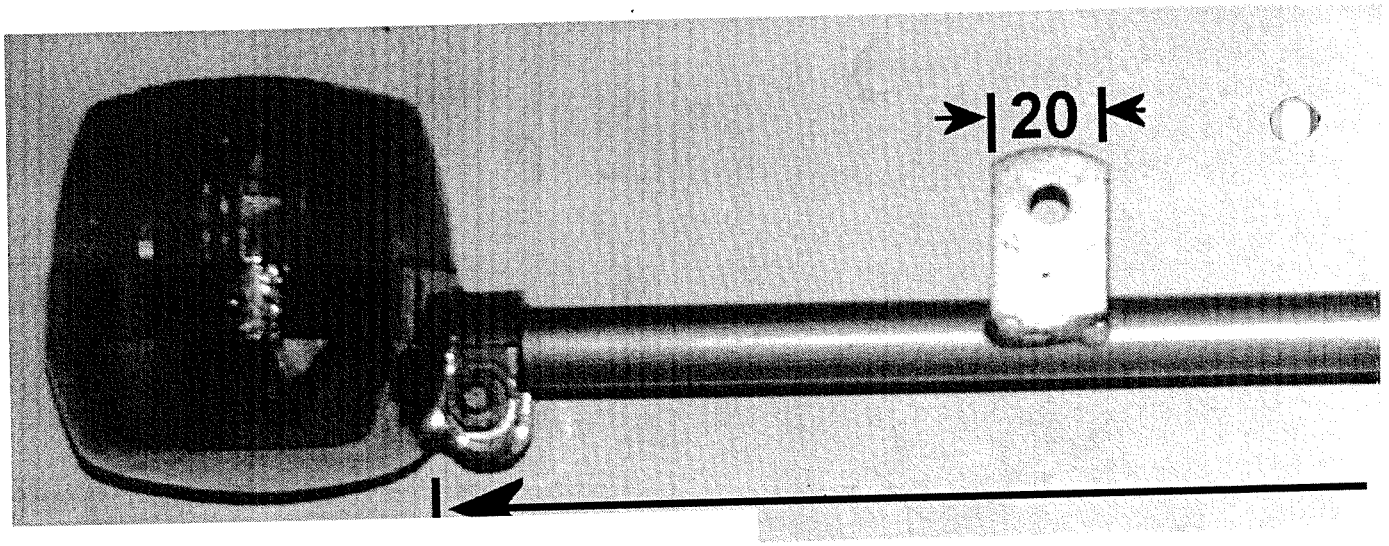
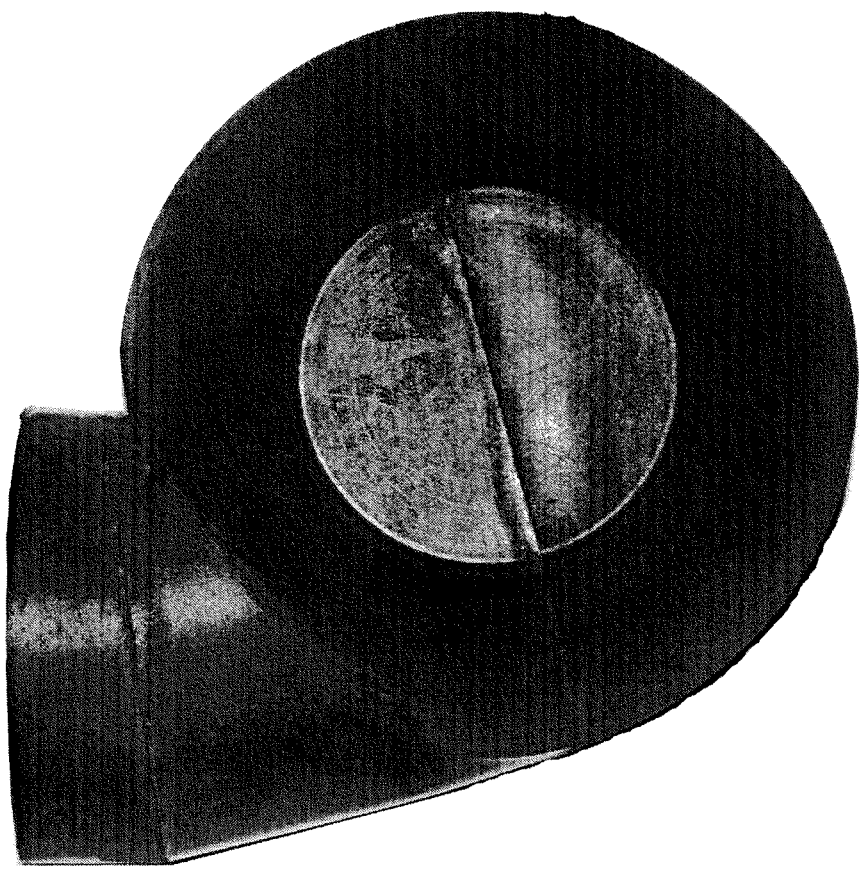
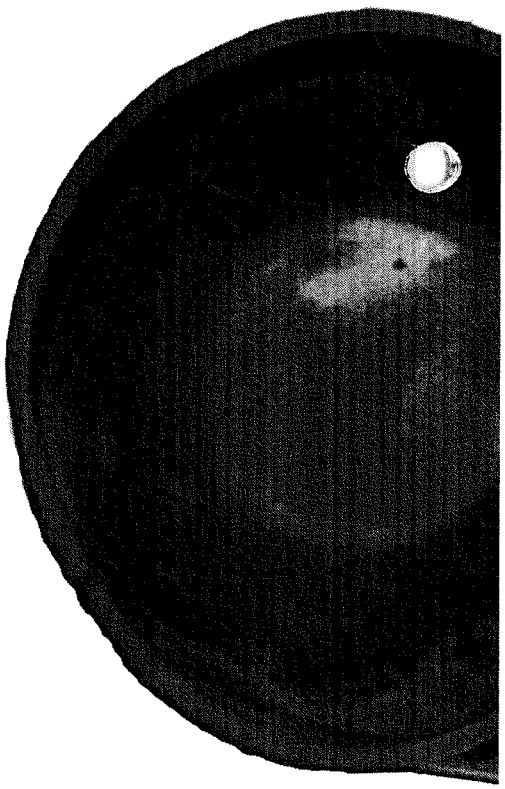
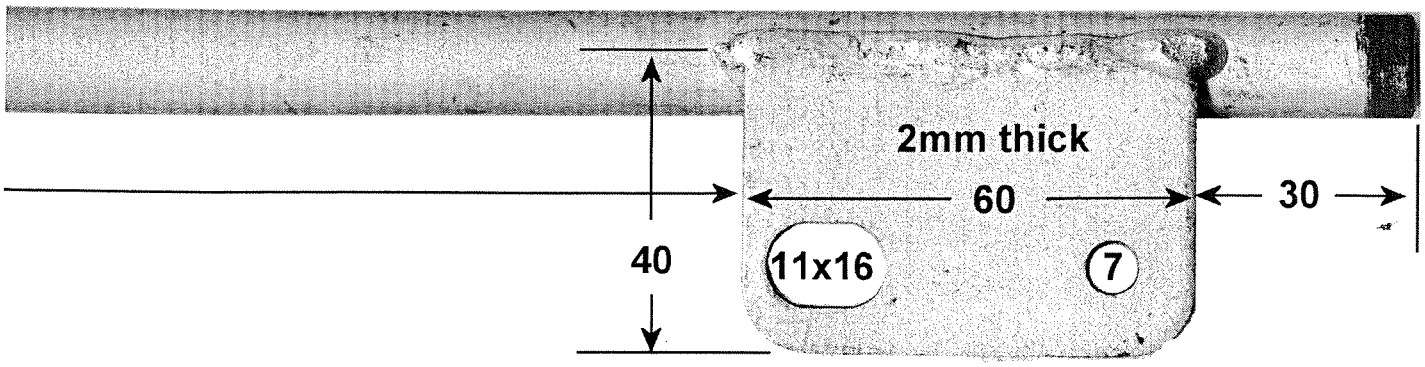
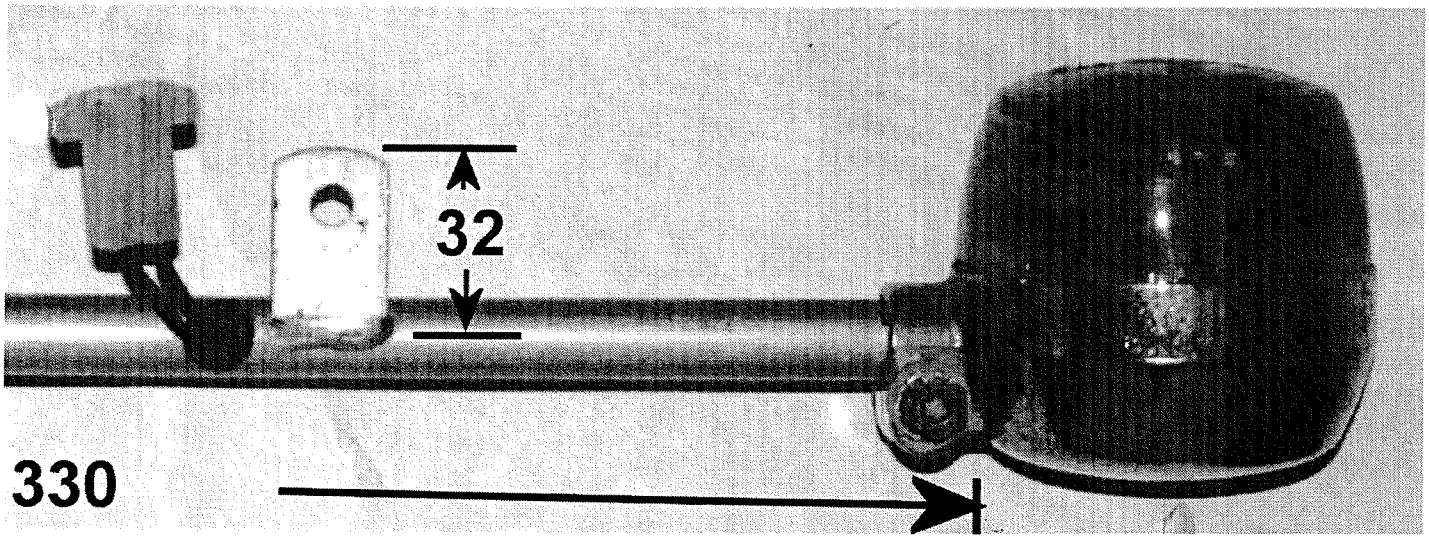


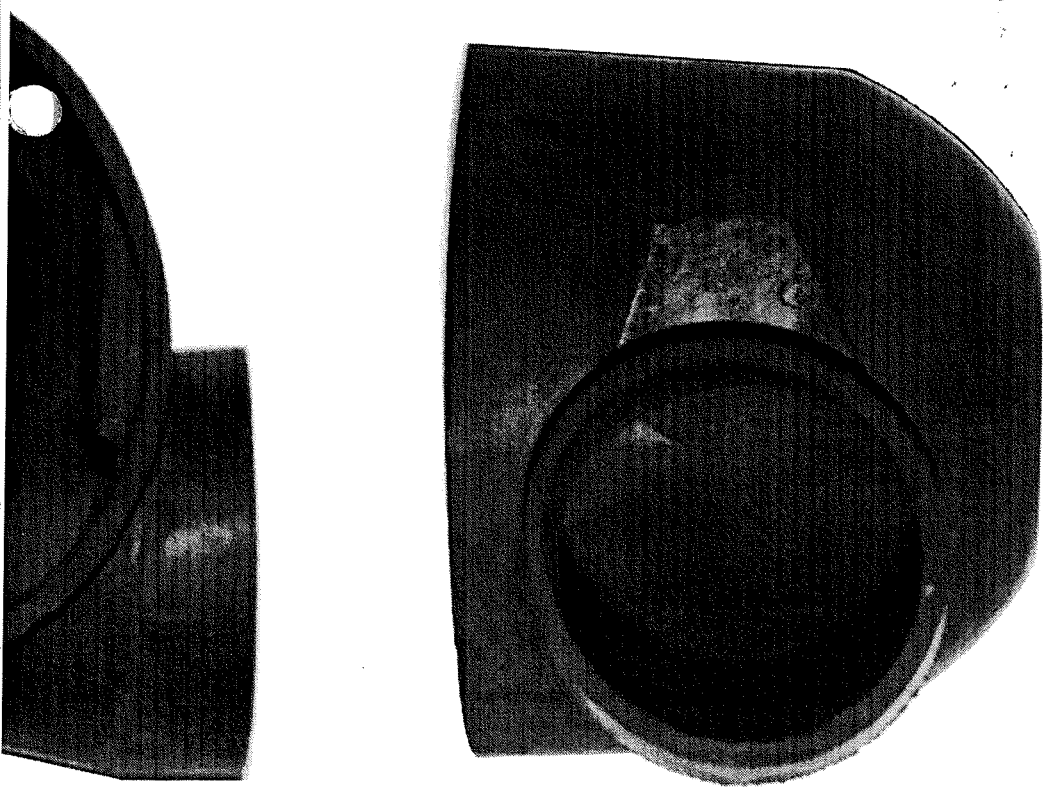




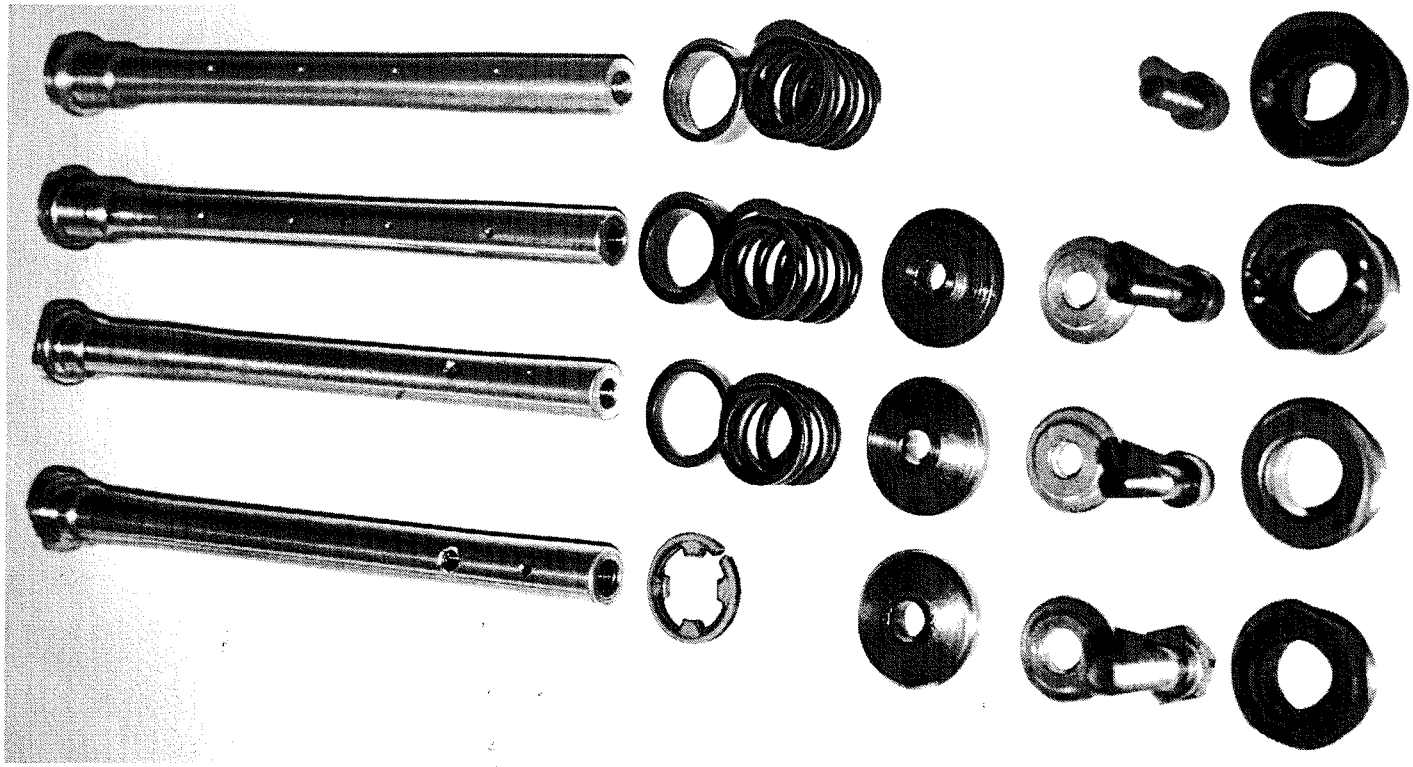








The turn signal lights are CEV and I am sure they are shared by some small model street Ducati, Italian scooter, or other Italian street model. The chrome portion is plastic. Inside the light body is the number DIS.18004, made in Italy.
The lens face is marked promenently with 173, but also has many other numbers. They are- P25.1, R19/10, 11048, SAE, D71, 10099-10100, made in Italy.
The bulb is 6volt 21 watt, #317.
The round turn signal light assembly is 75mm in OD and 75mm in length.



The rest of the fork internal parts

The rest of the parts are hopefully described in the following text to help you determine if you have what you want in your particular fork set. Above is a photo with the components lined up, showing 4 of the possible 5 straight leg internal sets. I don't have a set of the 77 WR internals at this time.

Starting at the top is the **66 thru 72 internals** (also 74 400WR)
1) spindle - 15 12 141-01
2) seal ring 15 12 145-01 - steel, OD = 26.55mm, ID = 22mm, 10mm tall
3) return spring - 15 12 130-01 - wire = 3.5mm, 4.3 coils, length 29mm, OD = 26.3mm
4) not shown - thin paper gasket used on allen bolt to seal at bottom of silver fork leg
5) allen bolt - 8 x22, black
7) valve - 15 12 153-01 - welded assembly of 3 pieces.Its internal diameter is 16mm at the orifice which makes it suitable for only the 15 12 141-01 spindle.
The return spring (top out spring) is held on the upper spindle by friction fit. The seal ring is trapped by the return spring and held in place by the spring. The seal ring does float .

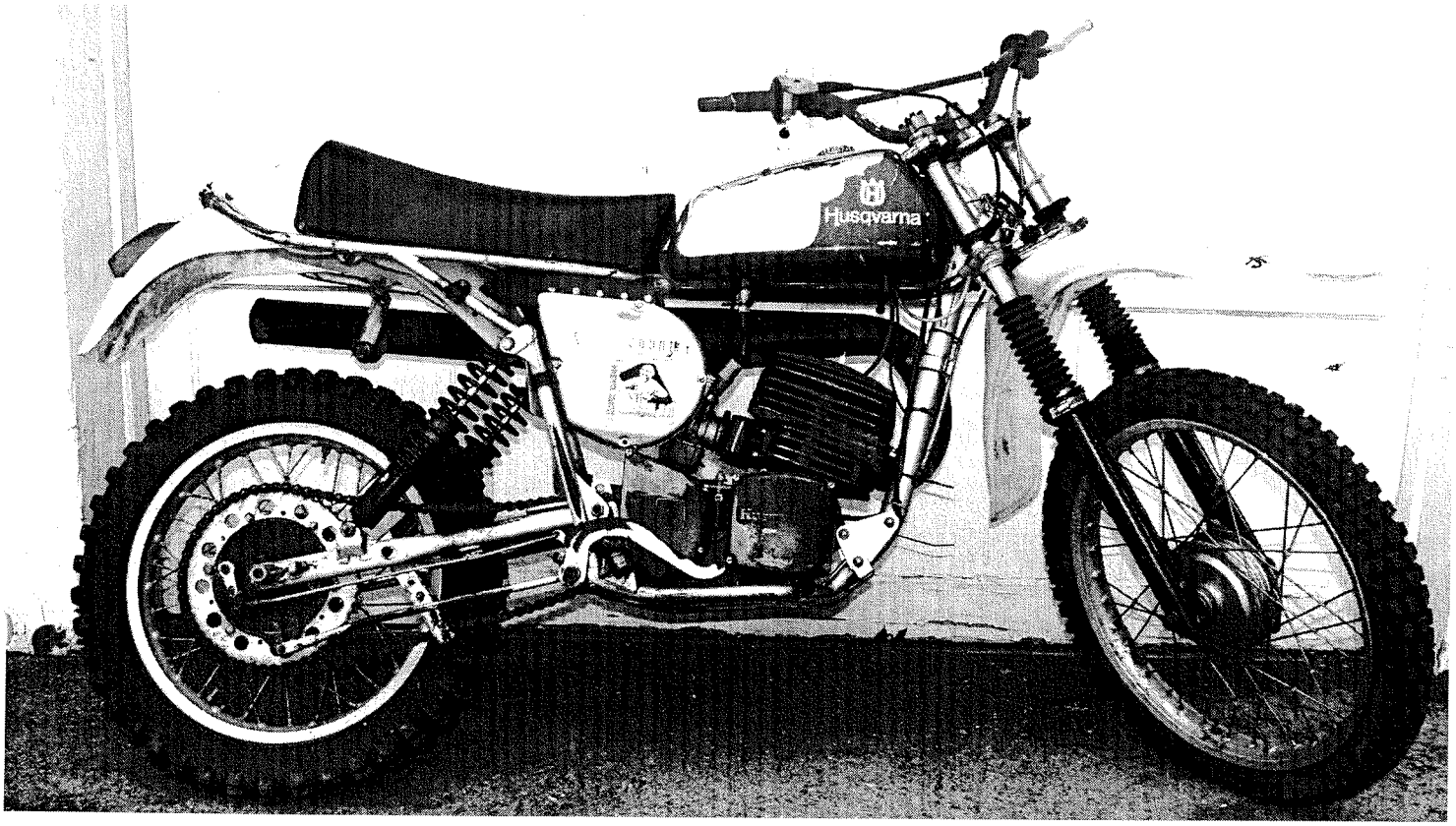
---

73 internals(new black leg) are designed to go with a new larger ID tube, but still the same damping as earlier, so the same exact spindle is used. However the seal ring needs to be larger and the bottom of the fork leg is a new dome and step washer design.
1) spindle - 15 12 141-01
2) seal ring 15 12 176-01 - steel, OD = 28.65mm, ID = 22mm, 10mm tall
3) return spring 15 12 130-01
4) dome washer for 8mm allen bolt
5) step washer for 8mm allen bolt
6) bolt is 8mm allen head
7) valve 15 12 171-01-- Note - I cannot see any difference in the 171 valve versus 153 valve. might be metalurgy, I do not know.

74-75 internals (new ribbed leg) the spindle changed to allow a shorter seal ring and shorter return spring.
1) spindle - 15 12 237-01 - new
2) seal ring 15 12 238-01 - steel, OD = 28.7, ID = 22mm, 4.75mm tall
3) return spring - 15 12 240-01 - 3.5 wire, 3.5 coils, length = 20mm, OD = 26.2mm
4,5,6) dome and step washer and bolt same as 73.
7) valve - 15 12 239-01 - new
friction fit of spring onto aluminum spindle and it must be tight!

---

76 internals (77 360WR) are the first to use plastic seal ring (top out washer) with no return spring.
1) spindle - 15 12 257-01 - new
2) seal ring - 15 12 258-01 plastic
4,5) dome washer and step washer have 10mm hole
6) bolt is 10mm hex head
7) valve - 15 12 239-01 same as 74-75!



Newsletter Project Husqvarna

Part 1

by Craig Comontofski

I have hit on an idea for keeping everyone informed of some of the solutions to make a Husqvarna a great vintage racer or show bike.

Take a rat Husky found at a local swap meet and make it a Husky to be proud of!

So.....

I purchased a 1976 360WR from a friend for $300. This is a bike he bought at Mid Ohio VMD last year and he was going to restore, but it looked too challenging. He knew I had seen it too and had sympathetically said " I was thinking of buying that one myself." (Yeah, right)

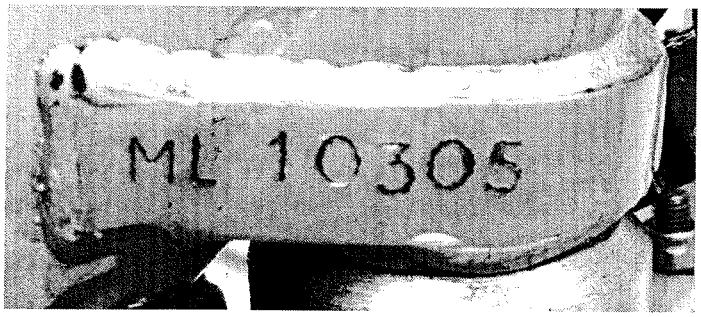
A rusty frame, bent rim, locked-up motor, wrong handlebars, rat fendered, project bike.

1) I always liked the purple tank Huskys and didn't have one.

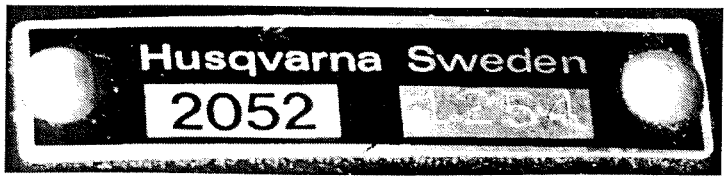
2) How bad could this be? I have fixed a lot of problems, can't be too bad, could it?

Okay so here are the numbers -

Gee, it sure looks good in this photo. Maybe I should just put it on Ebay! You know the description - Ran good when put away, selling for a friend, dont know anything about motorcycles, but this looks like a good one, don't miss out on great Huskavarnaka mxer!



ML10305 means 1976 model. 1976 was ML06001 thru 16000, so ML10305 is right in the middle of numbering scheme allowed for 76. So this would tell us that it may not look like publicity photos of the early 76 models, it might have some 77 details.

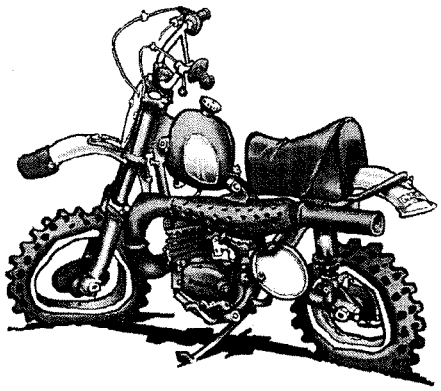


Engine #2052-1254 is a 1976/77 360WR engine and most likely the 1254th one built. It is nice to have such a clear tag on an engine. My gut feeling is the engine matches the chassis if I only considered the numbers. Other details will back up originality of engine.

Project 76 Husky 360
Part 1 - Discovery

1) Engine locked up - plan is to put bike on a work stand. Drain oil. Disassemble engine to the point of cylinder and piston coming off. Hopefully this will free up engine.
2) Front rim bent beyond my capability to straighten. Plan would be to send rim to Buchanans to straighten and polish
3) Frame tail section bent upwards. Plan would be for me to straighten.
4) Seat base bent upward like the frame. plan is for me to straighten.
5) Front forks leaking. Me to reseal.
6)Wiring harness appears to have been added to allow Preston Petty headlight and taillite, as well as a switch added to turn off lights. Quite a mess to be straightened out, but it looks like it might be a Husky products kit for lighting.
7) Speedo drive is missing ouput shaft in the wheel drive
8) Air valves added to fork plugs to allow pressure up of forks.
9) Rear threaded brake rod wrapped around rear brake arm. The rod end is broken off.
10) Front Lelu brake appears to have a rubber grommet that provides friction in a brake "centering" action. The grommet is broken and coming apart.
11) Kick starter has an ugly square welded to it to limit travel. I have heard this is a period mod to keep kick starter from hitting shift shaft. more to come.
12) Swing arm has ugly studs welded to the topside to allow a plastic chain rub pad to be installed.
13) Handlebars and controls are toast!
14) Cables are toast.
15) fenders are non original and toast
16) carb has been changed from 1976 period Gurtner to standard 36 Bing 54 type, yippee!
17) Appear to have the orignal Barum tires 3:00/3:20x21 front tire and a 4.75 x18 rear tire. Both are bad. Anybody know of replacements?
18) Swing arm has somthing welded to the bottom , like a brace for a chain tensioner. More to come.
19) Rear brake backing plate has the shoe pivot stud wobbling in an enlarged hole. I have not seen this before, but evidently it can happen.
20) Head has a missing 8mm bolt and was leaking compression as a result. This head type has 4 main nuts and an 8mm bolt front and rear. More to come
21) Gastank has tiny dents on both sides in the chrome. I think they will be fine, even for an almost show level repaint. More to come.
22) Seat cover and seat foam are toast. This type cover has a gunsight logo at tail, embossed pattern in top.
23) Rear fender rubber loops are torn, requiring new.
24) Expansion chamber does not appear to have any dents! and still has the red, silicone flapper!
25) Not noticable at first, but all the fasteners appear to be totally original right down to every last one! some are rusty, some are worn by chain, but all OEM so far. Amazing!
26) Air cleaner contains a nice wire frame for filter.

I am not sure this is all, but just a quick list of items I will be addressing a "how to" as this Husky gets fixed up.



Happy Huskys

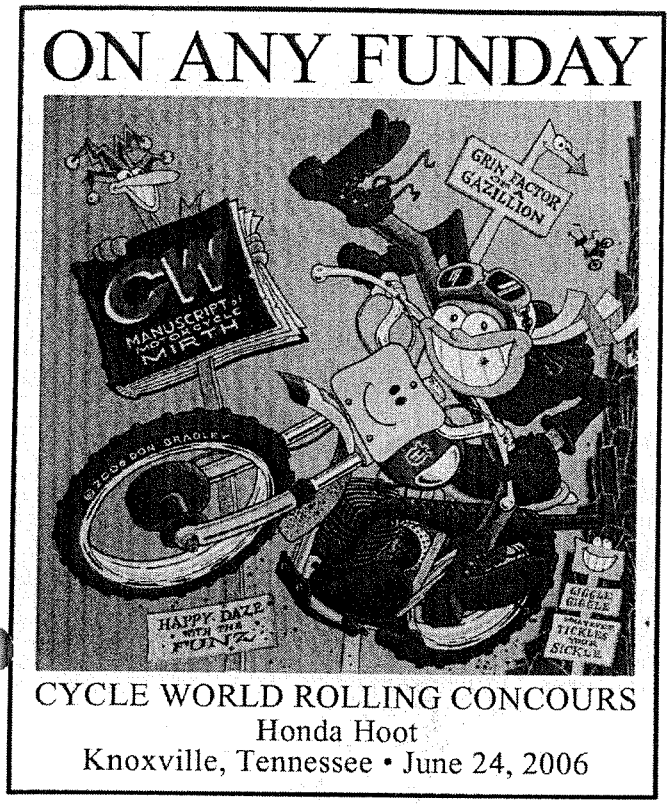
by Craig Comontofski
I am pleased to find myself and the whole club about 10 years into the Husky club newsletter. It is a labor of love for a hobby I never thought would get so crazy. It is fantastic that there are fellow Husqvarna motorcycle nuts to share this passion and age is no limit, we have subscribers from 10 years old to 80+ .

I apologize for such spotty newsletters this last year. It seems that i was able to put off the rest of real life for about 8 years... the house, cars, etc.....and was living simply Husqvarna motorcycles everyday and all day. My wife and friends have allowed me to be my teenager self and run wild and free. Geez, you just can't beat it. My excuse was " I have to pursue this lifestyle so I can be a better newsletter editor for the membership," but that excuse ran out and reality set in. Finally had to do all the stuff that needed to be done - meanwhile the newletter didn't get done. Sorry for the delay - thanks for your patience.

.This newsletter needs your help to make it interesting, informative and most of all fun to read. I have had the great fortune of receiving many, many great articles from my friend Tosh Konya, but there has to be other members out there, too, having fun documenting the work or improvements they do on their Huskys and willing to share info with the club.

I need tech articles with hi res black and white photos or graphics for the newsletter. Maybe you installed a Rekluse clutch on your new 510, maybe a paint job on an orange RT tank, maybe a clutch plate change on Mag 250, maybe a radiator change out on a 94 350TE, motor overhaul on a HuskyBoy 50.....all of these would be great articles. Please send me an email with the words **news article** in the subject line - husky@huskyclub.com

One thing I would like to do with the newsletter is to add a color cover with paid advertising on at least 2 covers to pay for added expense of color cover. I cant seem to get time to pursue advertisers to allow this to happen. Can anybody help? Please let me know. Would the members be interested in seeing color covers?



CYCLE WORLD ROLLING CONCOURS
Honda Hoot
Knoxville, Tennessee • June 24, 2006

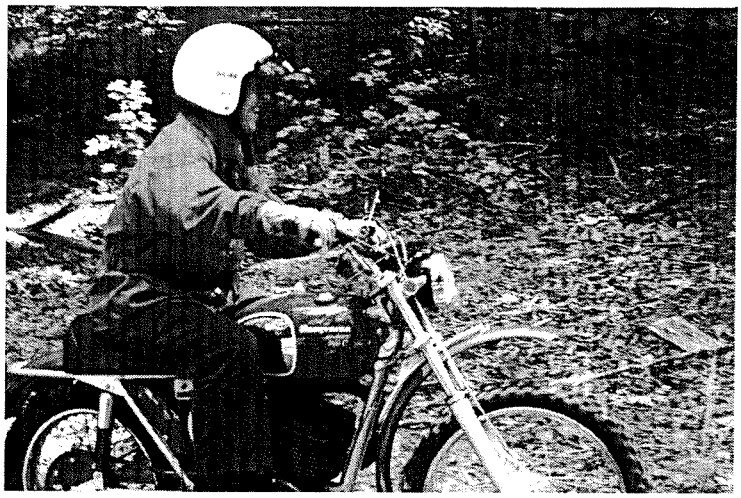
Malcolm Rides Again

by The Wife

If you haven't seen "On Any Sunday" lately, let me begin by saying YOU MUST see this movie at least once per year to refresh your memory (if you're old enough to have been alive in the 1970's) or to learn (if you were not riding Huskys in the 1970's). Whenever we watch it (for the umpteenth time) at our house, I fast-forward to the Huskys to see Malcolm Smith riding - Malcolm in the Elsinore Grand Prix, Malcolm winning in Baja, Malcolm winning gold in the European ISDT, Malcolm riding with his buddy Steve McQueen in the dunes. Then I prepare to be amazed again at how Malcolm rides. He makes it look so easy and casual, so effortless. Nobody else has that kind of style. No wonder everybody wanted to be like him and ride with him!

Old Husky dogs are not the only ones who remember the joy of watching Malcolm and wanting to ride alongside him. This year the annual Honda Hoot in Knoxville, TN in June 2006 had "On Any Funday" as their theme, and invited our hero, Malcolm Smith, to be their Grand Marshal. This Honda event is a pretty big deal - they get 17,000 Hondas to come out for it, so for them to choose a vintage Husky for their logo for the event was a big nod to Husky's heavy-hitting history. Cycle World magazine had a vintage rally they sponsored as part of the Honda Hoot, and 104 vintage bikes of several different makes participated, led by Malcolm on a 1971 360C Enduro Husky. Pretty cool!

Malcolm has a great multi make motorcycle shop in Riverside, CA and is in the process of expanding it. He may even have room to include a small museum of his motorcycling history. You might want to see - www.malcolmsmith.com. Any of you guys who live on the West Coast will have to keep us East Coasters posted if you get a chance to visit his new shop.



Malcolm has fun on a vintage 360 Enduro in the woods during a lunch break at the Honda Hoot. The Husky and Malcolm were the stars of a 80 mile ride!

Malcolm shows how easy it is for him to wheel the Husky through the turns. He still owns the dirt!

1969 Bulletin on Husqvarna forks - The bulletin is shown below. It was a 2 page (front/back) document showing the forks exploded view on the front (not shown) and the explanation on the rear (shown). The new 4 piece damping valve was evidently coming apart with extreme use and the fix was to provide a welded valve assembly. This welded valve assembly was very successful and was used for many year models after 1969. The bulletin is a little hard to understand even tho it appears quite simple. The part numbers in the left column are for 1966-1968 models Husqvarna (121and 111). The right column shows the parts numbers for the unwelded valve that appears in 1969, maybe late 68 MF as well. The new part number for the welded valve assembly is not shown, but it is 15 12 153-01. What is shown is the new part number for the sealing ring used on the upper end of the new spindle 15 12 145-01. I have not pulled apart enough early 69 or late 68 to ever find an unwelded damper valve, but it could exist.

Front fork (Moto-cross 250 cc, 400 cc)

The damping system of the front fork has been altered from and including frame MG.

The following parts are involved:

		Replaced by	
Part No.	Description	Part No.	Description
15 12 121-01	Damping spindle	15 12 141-01	Damping spindle
15 12 111-01	Damping sleeve	15 12 142-01	Valve body
		15 12 143-01	Valve
		29 95 280-01	Valve washer
		15 12 144-01	Locking ring
		New part	
		15 12 145-01	Sealing casing

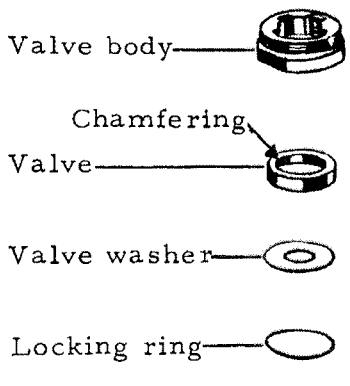
N.B.

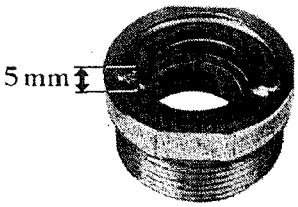
Since the locking ring of the valve can loosen when powerfully knocked, it has been decided that a constructional alteration is to be made.

Notice will be given as soon as this alteration has been done. (Report No. 690401)

As a precaution we recommend the following measures:

1. Take off the locking ring of the valve body.
2. Check that the inner chamfering of the valve is turned upwards. See fig. A.
3. Hold the valve washer in position under the locking ring slot. See fig. B.
   N.B. the washer must absolutely level.
4. Fasten the washer with about 5 mm (. 196") wide electric welding points.
5. Check that the washer is exactly level.
6. Before assembly, clean the upper end of the damping spindle with emery cloth and check that the spindle is free from emery powder and any other dirt.





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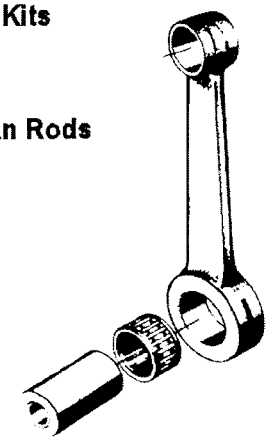

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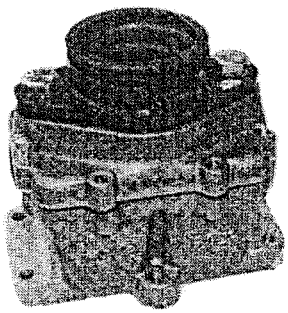

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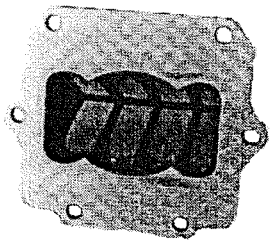

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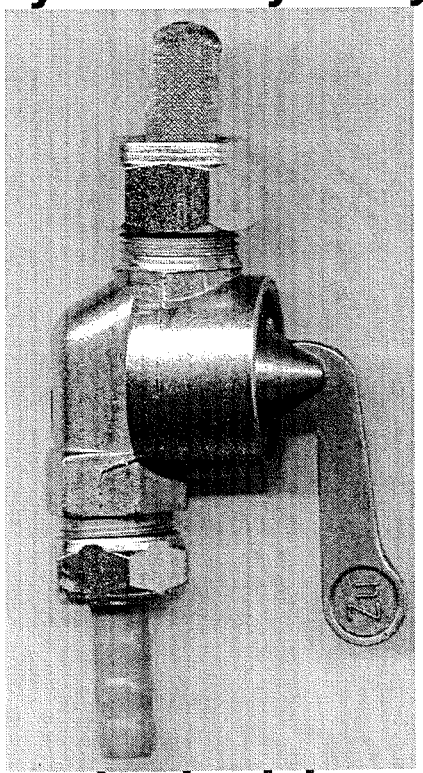

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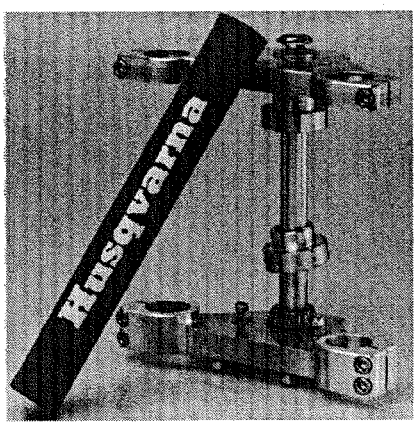
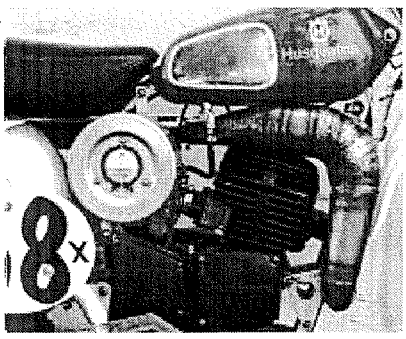
Hot Rod Husky

NEW TRICK HUSKY PRODUCTS! **Hot Rod Husky Triple Clamps** featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation ! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum alloy. Cost is $395 plus a little shipping.



515-984-7911 **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



MegaClassifieds #38

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 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

have 1981 250 CR Dirt Complete Runs $500 can send photo if interested"Richard Dawson" <redawson@surewest.net>

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

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 cheers Sean

wanted 1974 husqvarna cr 125 core motor. #2035. complete motor or bottom end. please help. home 541-998-6385 cel 541-619-4981 gillettheidi@aol.com

My name is Jason I have a 1972 husqvarna 450wr that needs fully restored. It is a complete bike but completely disasembled.Make offer. email back - macjaswilliams@aol.com

Wanted - motor parts for 1994 WXE350. Need most parts. Please contact Jon at - mrmikkelsen@yahoo.com

Wanted - air cleaner, white plastic tear drop assembly for 1974 Husqvarna 125. Phone Nick at (724)352-0775

For Sale - NOS stainless steel front fenders as fitted to RT 250/360 models 73-75. $70 plus ship to Norm Caroll, 604 E. Oregon, Polo, Il 61064

Wanted - Air filter bell, mounting straps & cover for 72 450WR, MJ frame email- vansteenlpj@msn.com (562)867-1463

For sale or trade - several Huskys MJ/MK trade for BSA B50MX engine parts. Jack Williams at 303 Siesta Ct., Hemet, CA 92543

For sale - 1970 360 cross 8 speed, $1200 very good original condition, call 530-583-0672 Robert

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Andy Hardin
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PVP offers Complete Restoration and Rebuild Services for all brands. Here at PVP customer satisfaction is a priority in everything we do from shipping products to building show quality bikes.

We can restore your bike to race ready or original show room condition. You can rest assured that with any project we do, no corners are cut because prompt, expert, quality service and attention to detail provide the best final results. We do it all from go to show. Rebuild services include engine, chassis, painting, wheel building, etc. Below is a list of services we offer and their average costs.

SERVICES OFFERED (Parts and Labor Included)

Race Ready/Mechanically Sound Restoration: $4,500

Engine Rebuild/Complete/Top and Bottom: $1,200 - $1,500

Engine Rebuild/Bottom End: $600 - $800

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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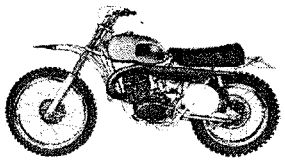

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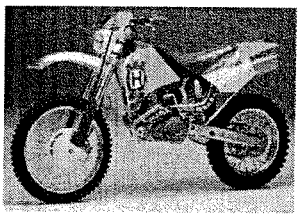

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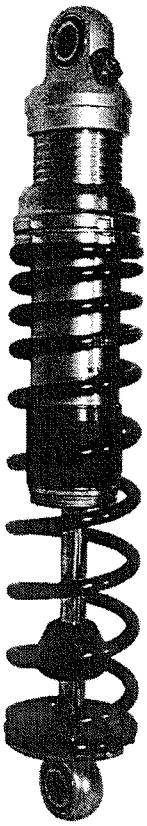

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