

GAS FILTER TESTS: ONLY ONE WORKS

DIRT BIKE

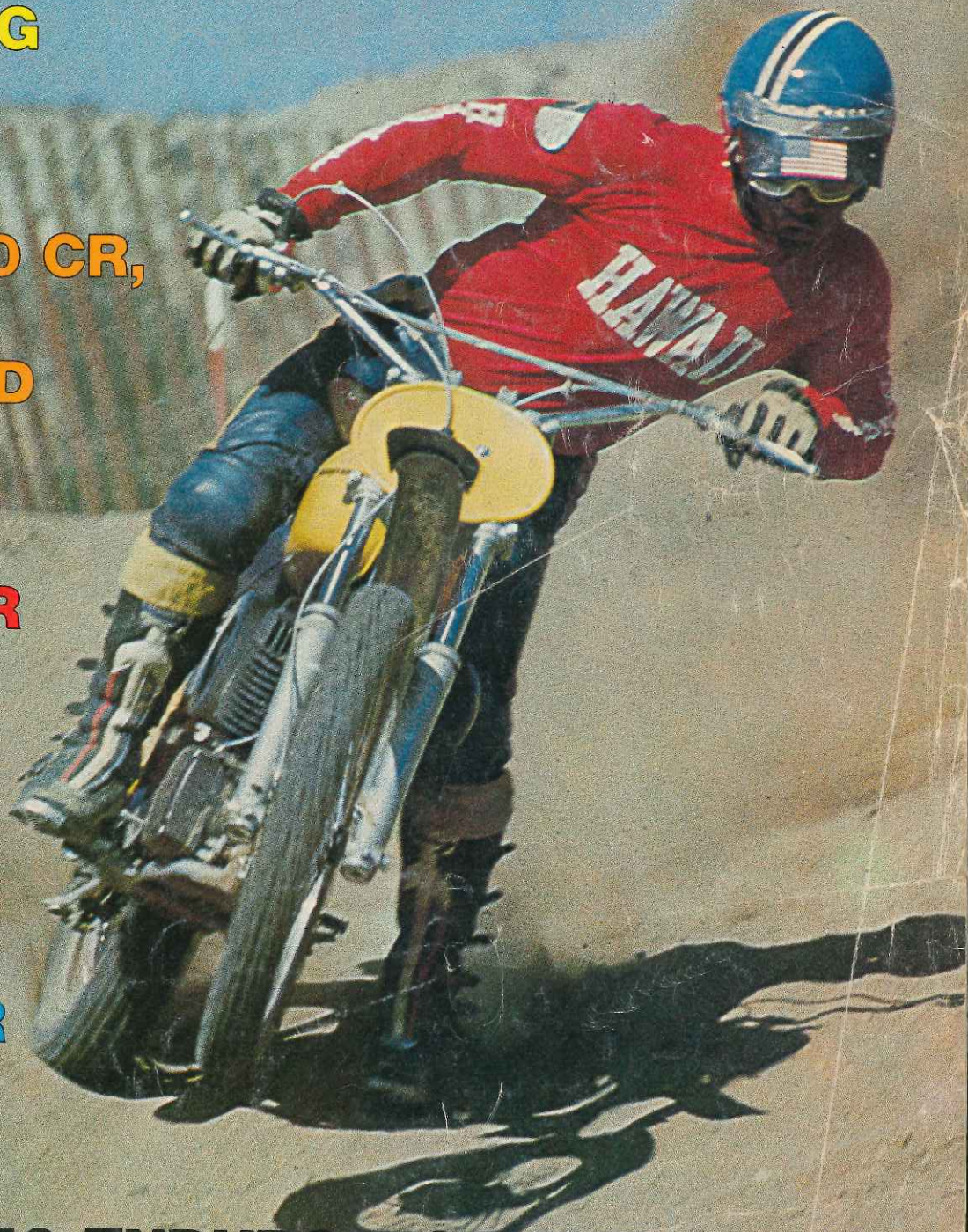
**YAMAHA 100 MX:
SCREAMING
YELLOW
ZONKER**

34355 FEBRUARY 1974 75¢

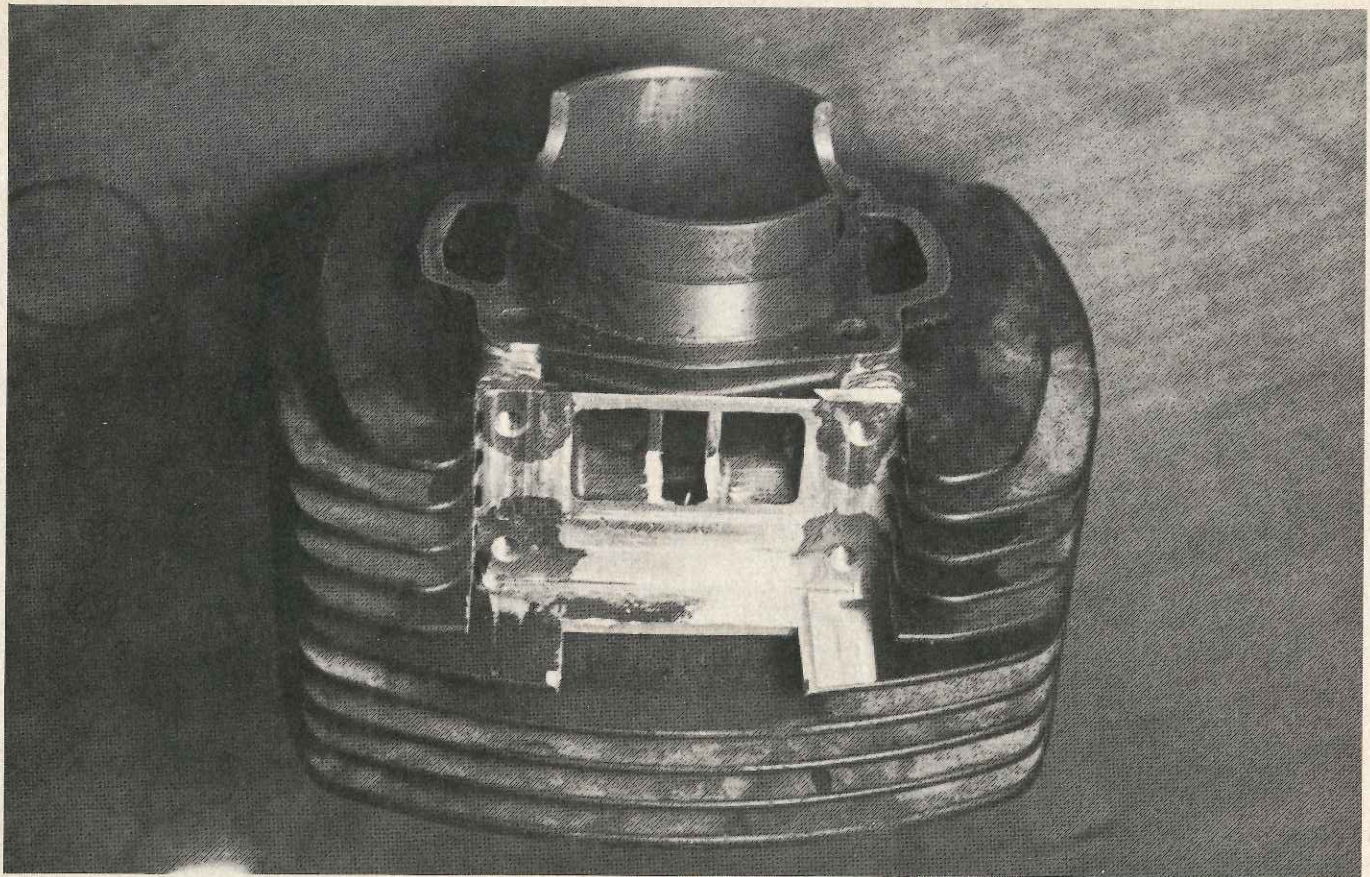
**HUSKY 450 CR,
TESTED...
AND CURED**

**TRICK
FORK KIT
FOR UNDER
TEN
BUCKS**

**250
PENTON-
A
JACKPINER
IN HEAT**



**YAMAHA 250 ENDURO-FOR THE
BURGER KING OR THE BERKSHIRES**



Much machine work had to be performed on barrel to make room for reed valve block. Also, barrel received radical "premium" porting job.

HARPOONERY

All it takes is a mere fortune

HOW TO MAKE A 450 HUSKY KILLER

by the Staff of DIRT BIKE with advice and comfort from E. C. BIRT

Somewhere else in this issue, you'll find a test of the new 450 Husky. In that test, we explained how the performance could be improved with the installation of a Mikuni carb. This change gave the bike a whole bunch of muscle, and one would think that would be enough for most folks.

Not so with Jack Myers from Des Moines, Iowa.

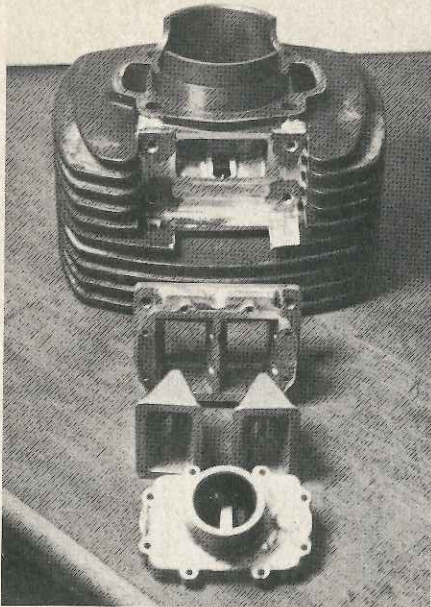
Ya see, Jack went out and purchased a 450 in the hopes that

he could blow the doors off all his riding friends. Such, however, was not the case. Liking the way the Husky handled, he decided to take the big step and made a phone call to famed E.C. Birt, cylinder grinder of no small talents. Jack told E.C. that he wanted the Husky to be ferocious and didn't care how much it cost. Spit gathered on E.C.'s counter as he listened. Yeah, yeah. Send it in and I'll damn well guarantee you

the fastest, strongest killer Husky ever made, said E.C.

So Jack put it in a box and stuck it in the mailbox. E.C. ran it on the dyno, mumbled, then set about the project with gritted teeth. Eight hundred dollars later, the bike emerged from his shop and they toted it out to the Dunes — after giving DIRT BIKE a secretive call first.

E.C. put a few easy break-in laps on it and checked the jetting. Then



Complicated assembly is quite compact; expensive, but worth it for one man.

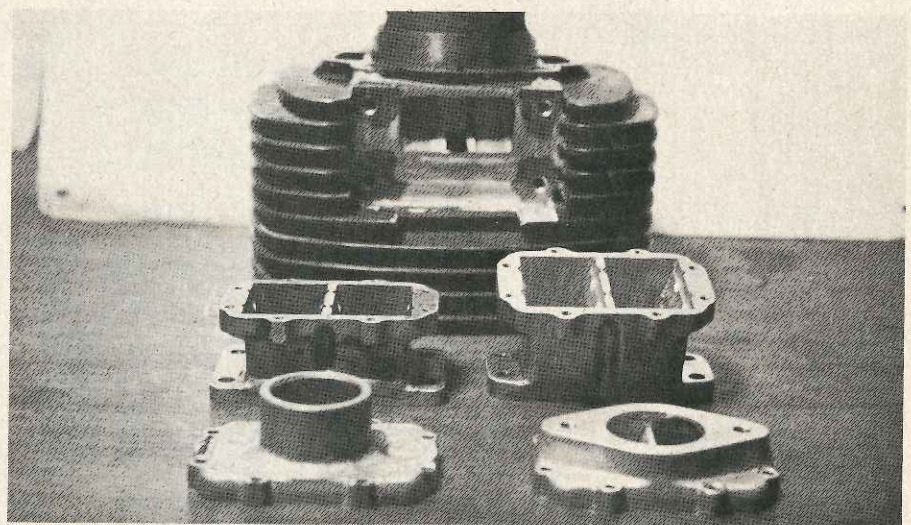
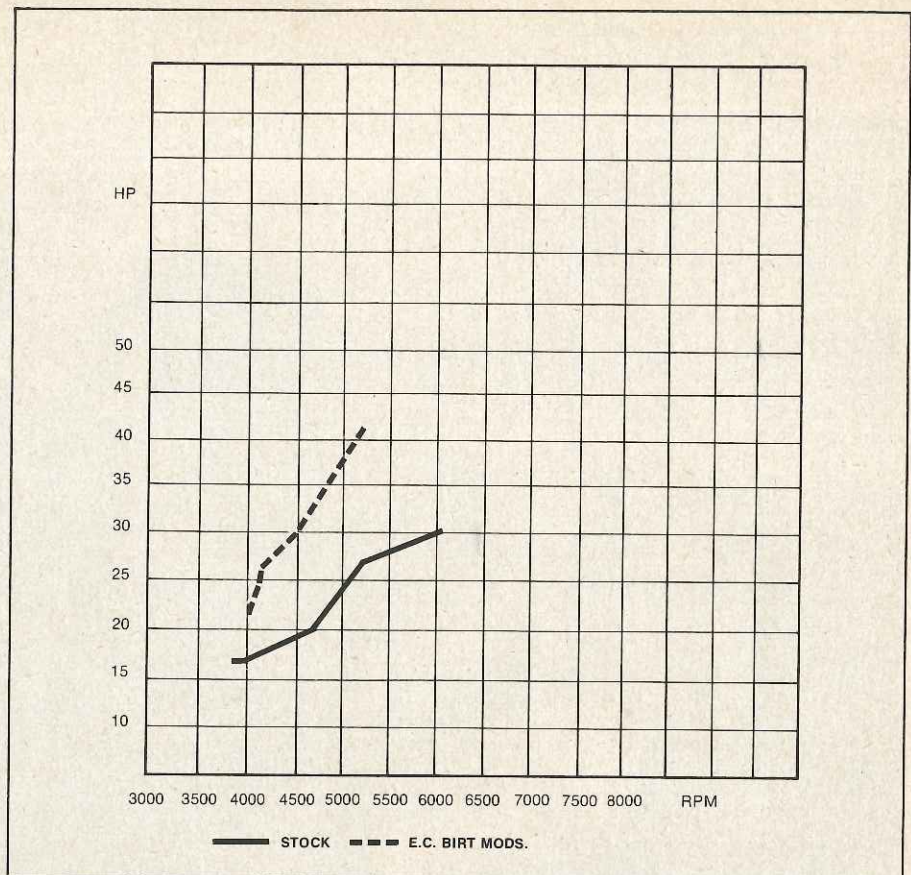
we rode it.

Good Lord!!!

It like to tore the bars out of our hands. This was easily the most ferocious Husky we had ever ridden — bar none. Acceleration started like most Huskys; strong down low. But this one didn't flatten out. No way. It just pulled and pulled and pulled. Strangely though, the engine never sounded like it was turning many revs. Later, the dyno showed this to be the case. We're sure the bike could pull radically high gearing — if the clutch could take it. As it was, the 450 pulled over 40 horsepower at the rear wheel at only 5500 rpm. Nothing else we have ever ridden develops power like that at such low rpm. We didn't turn the engine any higher on the dyno, simply because it wasn't ours and we did not want to break it. E.C. feels that the motor will pull over 6000 easily and with his handy slide rule, stated that that should make around 44 to 46 horsepower.

With all this power on tap, the stock 4.00x18 rear tire was a joke. We could light it off at will and the bike was sideways more than half the time. Truly a freaky bike. But, chances are, Jack Myers will indeed blow the doors off his buddies.

Specs on the bizarre rebuild are as follows: The entire engine, gearbox and cases were Kal-Guarded, as were the barrel and



D.H. reed manifold for 400 CZ on right had correct bolt pattern, but was too long for restricted area between engine and frame tube. After cutting, welding and machining, the units on the left side were shorter with the correct contours.

head. E.C. claims this process keeps the heat down.

A D.H. reed valve for a 400 CZ was installed — this unit goes for around 50 bucks and is available over the counter at many shops. Some machining is required to make the fit. After giving the barrel a visit with the grinder (the \$60 premium porting job as compared to the \$30 clean and match job), E.C. installed a Kal-Guarded piston. The head was milled .035 and profiled so the piston would

clear. Naturally, the engine was rebalanced.

A special pipe, designed for the reed setup, was snugged in place and some other odds and ends were shaped. Then, one tooth was added at the countershaft.

A lot of work for sure, but the results are staggering. And to Myers, results obviously are what he was after. So you people in the Iowa area . . . don't drag race a Husky unless you're sure it isn't the Killer Husky. Gad.