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WILD 24-VALVE HONDA SIX ROADBURNER!

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VOL. 14, NO. 3 MARCH 1978 PDC \$1.25

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AND STREET BIKE MAGAZINES

MODERN CYCLE



RC-REPLICA CR-250R

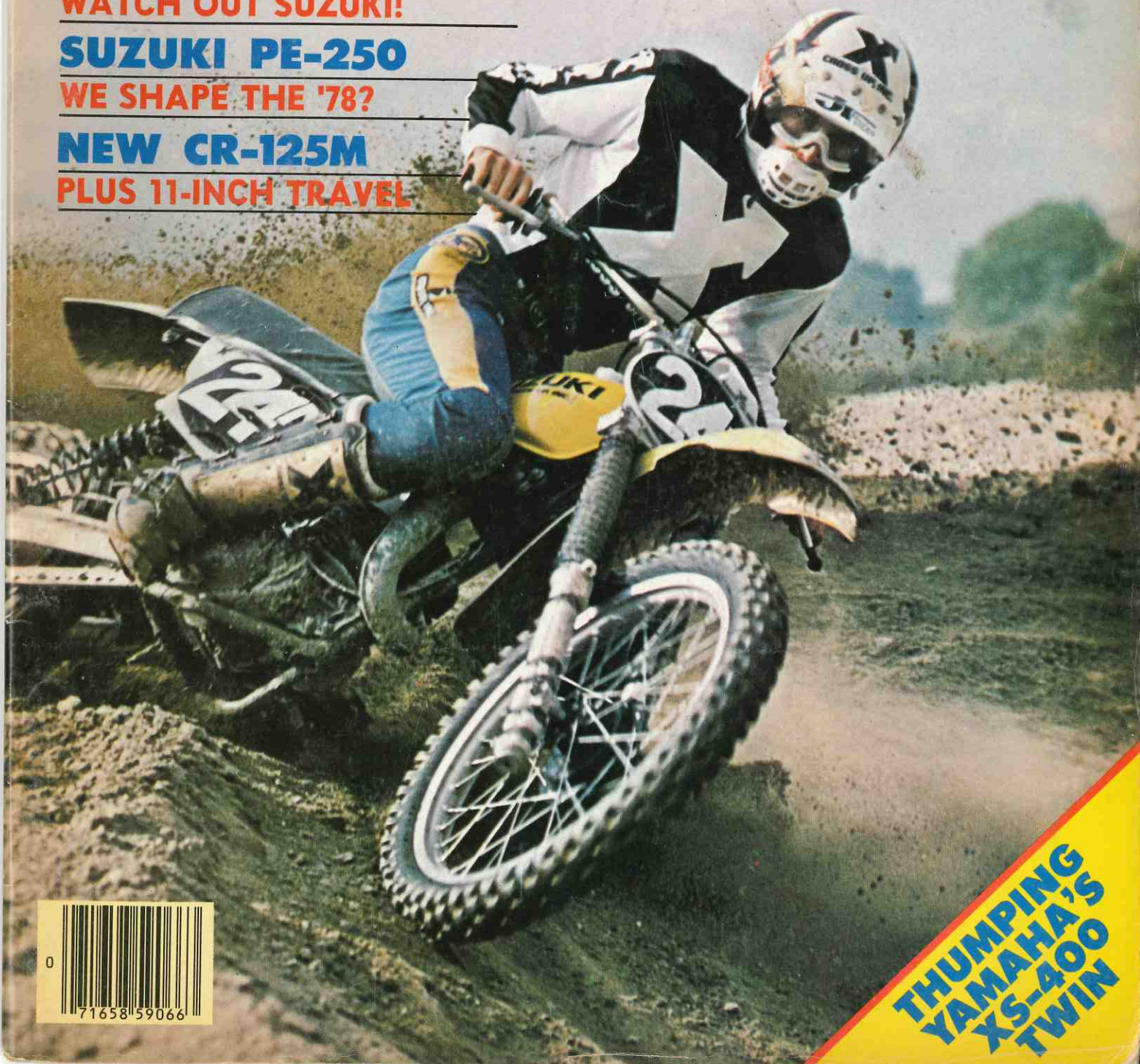
WATCH OUT SUZUKI!

SUZUKI PE-250

WE SHAPE THE '78?

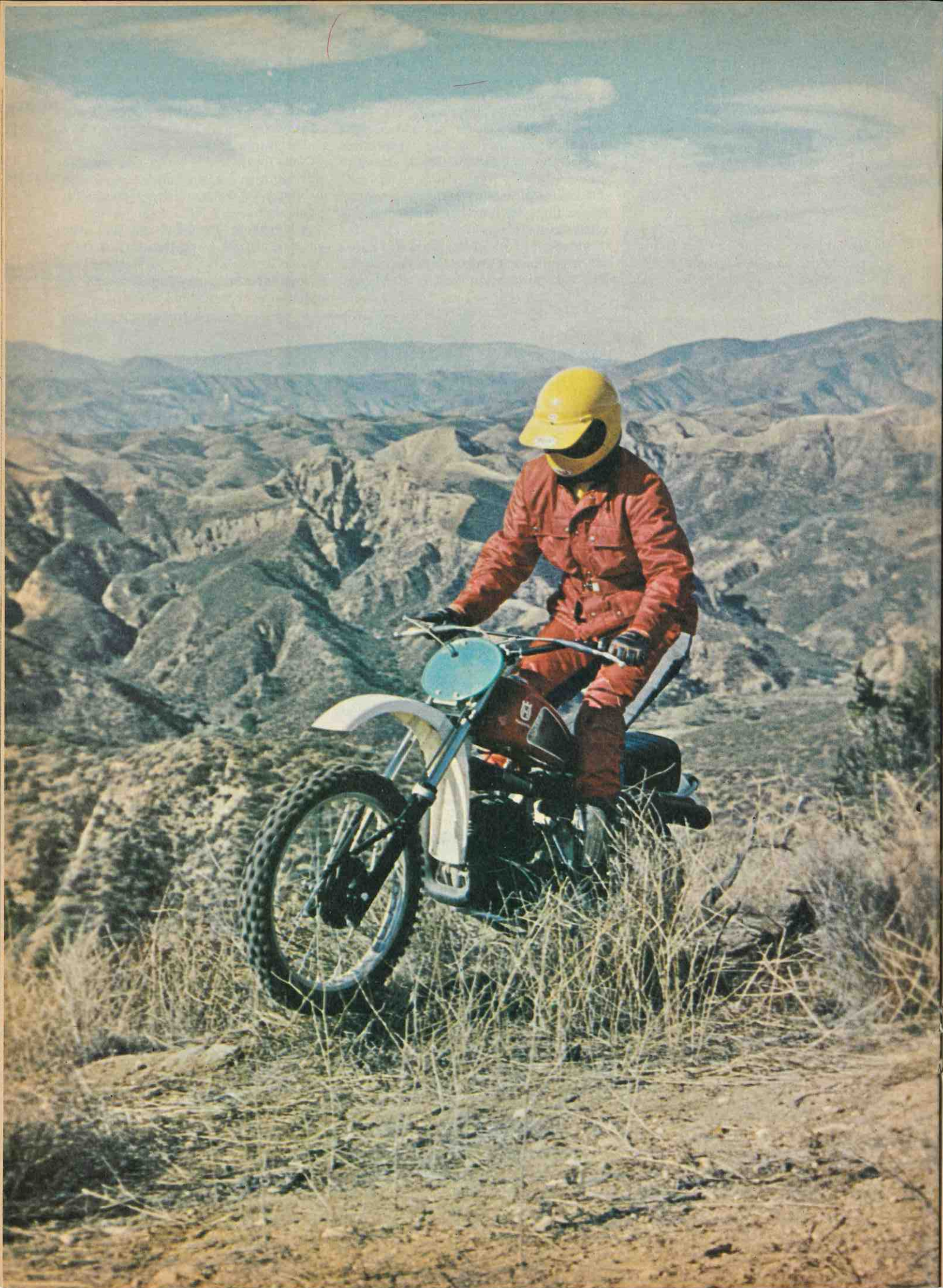
NEW CR-125M

PLUS 11-INCH TRAVEL



**THUMPING
YAMAHA'S
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TWIN**

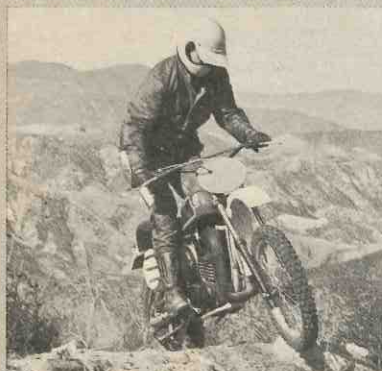




HERE, THERE AND EVERYWHERE

Versatile 250 OR

By Ned Owens



HUSQVARNA 250 OR TECHNICAL SPECIFICATIONS

Engine Single cylinder 2-stroke
Displacement 245ccm
Bore and stroke 69.5 x 64.5mm
Compression ratio 12.3
Power transmission 6-speed
motocross gearbox
Clutch 6-disc light alloy
Chain 5/8 in. x 1/4 in.
Primary transmission . . 30/68 = 2.27
Gear ratios 1st 21.8, 2nd 15.8,
3rd 12.0, 4th 9.6, 5th 8.1, 6th 7.2
Second transmission . . 13/53 = 4.08
Fuel Gas/oil mixture 1:25 (4%)
Tank capacity 3 U.S. gal. (11 lit.)
Carburetor Mikuni 38mm
Electrical Motoplac CDI
Frame Chromoly tubing, heat
treated
Rear suspension New heat
treated swingarm in needle
bearing. U.S. made Curnutt
gas shocks
Travel 10.0 in. (254mm)
Front fork Forward mounted
Husqvarna with die cast sliders
and damping system
Travel 9.5 in. (242mm)
Wheels/Tires/Brakes:
Front . . . 3.00x21 in.—160mm brakes
Rear . . . 4.50x18 in.—160mm brakes
Rims Light alloy
Dimensions.
Length 2155mm (85 in.)
Height 1200mm (47.2 in.)
Seat height 927mm (36.5 in.)
Ground clearance . . . 310mm (12.2 in.)
Wheelbase 1455mm (57.4 in.)
Weight 102 kg (224.4 lbs.)

In the February issue of *Modern Cycle*, you may have noticed that we were favorably impressed with the OR (off-road) line of bikes from Husqvarna.

Mostly we were impressed with the versatility of these well-conceived units. At the time our testing consisted of the Carlsbad GP track and the surrounding baked, tinder-dry countryside. The wide manageable power bands, excellent gear spacing and precise, forgiving handling made the ORs a real pleasure to ride. Strong, but no surprises in the power department.

But, the real test would be to take the OR to new territory. We would subject the 250 to the endless whoop-de-do fields of the great American desert. Also we wanted to find out what it would do on steep, narrow mountain goat trails at high altitude.

Over the course of nearly a full month, we racked up some serious hours on both types of terrain as well as some in-between. Would the OR prove out to be as versatile as we had expected? Would the gearing and power band put us at a disadvantage on these specialized areas of off-road riding? Would we eat the big one thrashing out this test?

All these questions begged for answers. We begged for rain to give us another variable. (Rain is the Winter weather in California, if you don't already know.)

THE PACKAGE

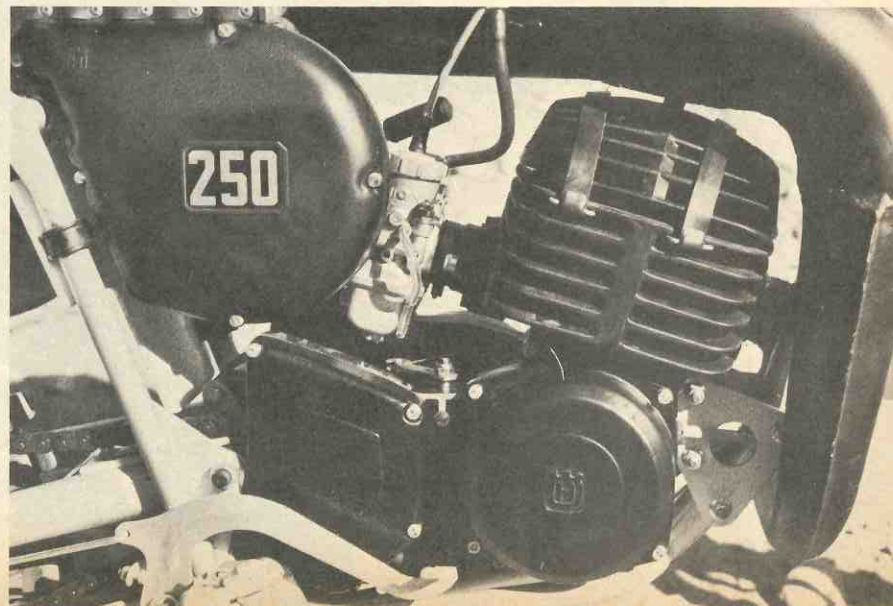
The list of new goodies on Husqvarna's 250 OR shows not only improvements over past WR models, but differences that set it off from the CR models.

A larger-tubing swingarm that is considerably stronger than previous units, doesn't need gusseting so its weight is unchanged.

Curnutt shocks, long respected in the desert, mate this new swingarm with the chromoly frame. Steering head geometry is figured with a 31.5 degree angle. This compares to the 30 degrees found on the CR.

Leading axle, 9.5 in. Husky forks rotate through new tapered Timken bearings, providing a more trouble-free and mechanically stronger solution to

Carb, barrel, head and expansion chamber are identical to CR model. Revised first-to-third gears, and heavier electronic ignition are main differences.



the loose balls used in the past. A special seal is fitted to the bearings to keep things clean and dry.

The first three gears of the six speed tranny are redesigned. The ratios have been changed on first through third, but the remainder are the same ratio as the motocrosser. Primary and final drive ratios are the same.

Porting, carburetion and expansion chamber are the same from OR to CR—with one exception. A silencer/spark arrester is fitted to the stinger on the chamber and effectively cuts exhaust noise to dBa (California off-road maximum). It also changes the power characteristics of the engine. A much wider, extremely torquey power band works effectively with the wide ratio gear box.

A heavier flywheel Motoplat is also fitted to the OR. It helps keep the revs from building too rapidly, so that maximum traction can be realized. The electronic ignition is fitted with lighting coils.

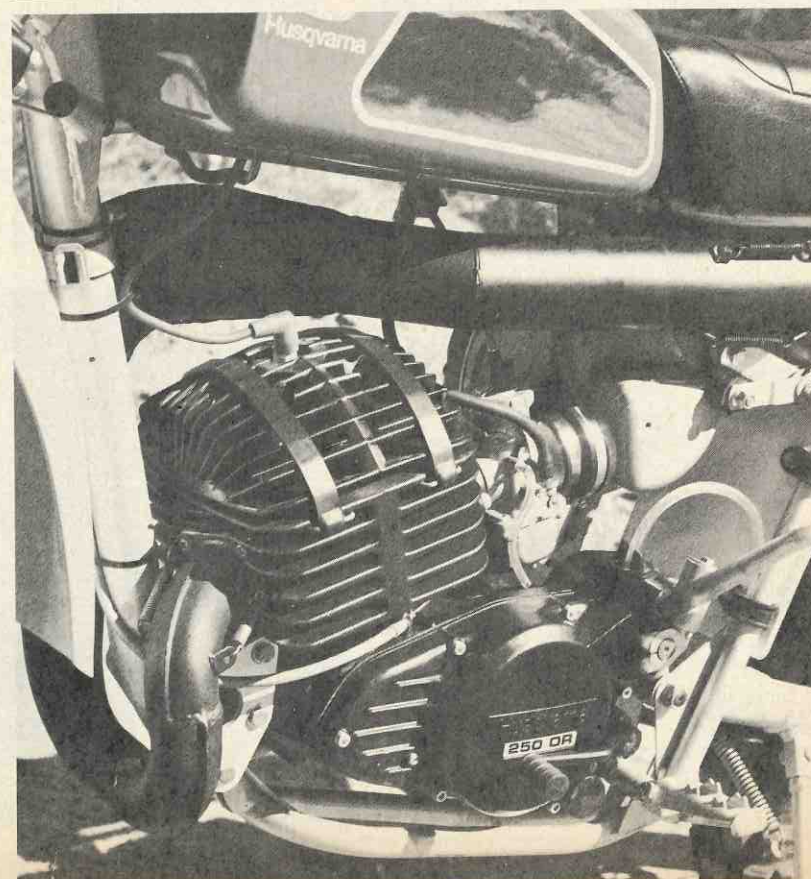
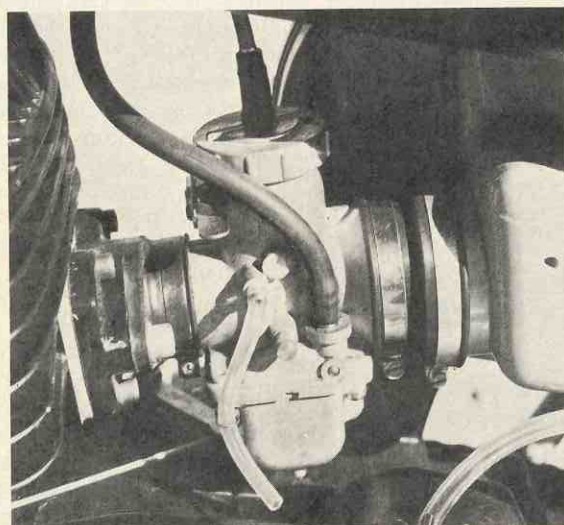
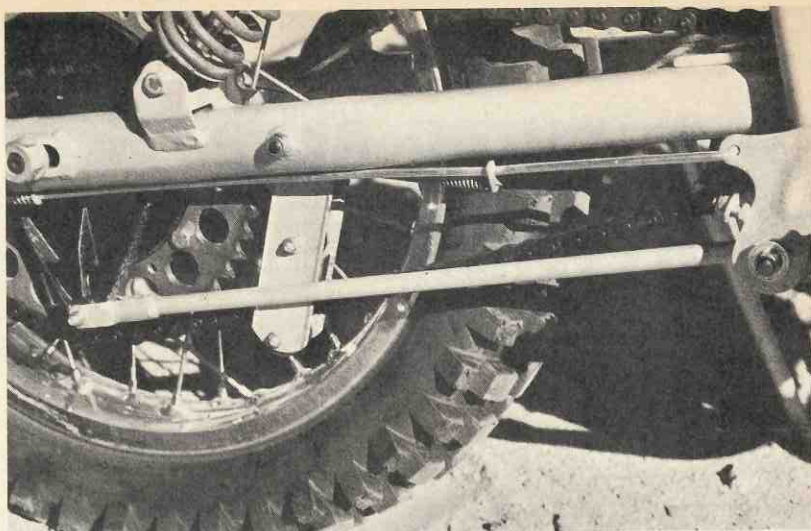
Easy-starting is the result of the 38mm Mikuni carbs fitted to all the Huskies. As is to be expected, the Mik didn't drool all over everything and provided crisp, clean starts and performance at all times. Revised porting accompanied the switch to the aluminum spigot mixers.

A new three gallon tank, in the traditional Husky design, tops off the entire package. A good piece of equipment.

IN THE DESERT

When Husky chose the Curnutts for their "desert" bike—which was the original plan—they made the right move. The shocks are well suited to the three and four foot whoops found in the desert stretches.

The 250 OR is extremely smooth and



Floating rear brake, standard on Husqvarna for years, has excellent progressive feel with little chatter.

Mikuni (38mm) does mixing and improves starting over previous Bings.

Modest skid plate protects underside from direct rock damage. Side covers are still vulnerable.



stable in the constantly undulating terrain. It handles the sharp edged holes at high speed with not so much as a kick up. Husqvarna forks have been claimed by many to be the best units currently available as stock equipment. Even when ridden through the whoops improperly, the 250 is forgiving and little chassis wallow is evidenced.

Wide open power is also excellent. The bike will pull all of the gears cleanly after a reasonable break-in period. At that time we went down one size on the main in warm weather to clean up a little burble in sixth gear. The speed in that final cog is dizzying. If you have the wide open spaces and the "heuvos" for it, the OR will clip off a white-knuckle top speed.

In the rock fields also common to the desert, the OR is equally happy. Only when rider weight was misplaced does the front end want to squirt away on loose rocks. It tracks well on downhill rain ruts, and in short helps the rider as much as possible.

Probably the only drawback as far as the design of the OR is concerned, is the 31.5 degree rake. It is a compromise of sorts. The extra 1.5 degrees makes the OR extremely stable in a straight line over rough territory. It does affect turning, though.

If the rider doesn't move up on the tank and make the front end work, it will have a slight tendency to wash. This is on the slippery, sand-covered, baked clay fire roads.

Contributing to this is the soft pre-load nature of the Curnutts. As was specified by Curnutt, the springs would settle some initially and the addition of a pre-load spacer would be necessary. We made this change and it helped the front end bite a little better. But the

rider must still get up on the tank to make the steering precise.

Considering the excellent high-speed, cross-country manners of the OR, it is a compromise that is easy to live with. It is not insurmountable and may not even be noticeable to the less discerning rider. The trade-off, we think, is fair.

ON THE TRAILS

If we could get the OR to work as well on the loose, steep trails and rocky ledges of the mountains as it does in the desert, then we'd have a machine that should perform well anywhere.

On the narrow, twisty uphill with endless switchbacks, the OR is part goat. Its gearing and power band enable the bike to be ridden through and over some very grim terrain. Closer to a trials bike than most cross-country scoots, the 250 will walk its way up through boulders and down the middle of rock strewn stream beds without so much as a grunt.

The torque on the OR is so strong that the bike virtually never needs to be revved. Acceleration is smooth with no real leaps in the power. Partly this is due to the proper jetting in the Mikuni. It never wants to change radically with the transition from circuit to circuit. Reasonable dialing of the throttle will find a smooth strong band of traction that just keeps plugging away on loose uphill.

CONCLUSION

This machine can be ridden from a walk to a blurry top speed and perform

Silencer brings the exhaust noise of the OR down to 86 dBa, the California maximum for off road bikes.

well all through the range. The power, handling, creature comforts, and virtually everything on the bike is right. It is mechanically sound, quiet, and makes a great riding partner.

It is possibly the best, most versatile, off-road machine offered to riders this year. There is virtually nothing that the bike doesn't do well. It is certainly a good investment. We hope that Husqvarna can supply enough of them for what appears to be a great demand. ●

HUSKY OR VIEW FROM THE OTHER EDITOR

By Jeff Peck

Usually I keep my ramblings out of the dirt bike department and mainly in the street field. This is not to say I don't ride the dirt bikes, it's just there aren't many dirt bikes I feel prompted to write about. This is possibly because I'm not a hard core racer and most of the MX machines leave me a little cold with their explosive performance and miniscule powerbands.

However, in this particular case I've come across a machine that is such a joy to ride, Ned suggested I write something about it. Actually he got tired of hearing me rave about the Husky 250 OR everytime we sat down to have a beer.

Most of my dirt riding is on fast fire roads, rocky fire breaks and tight twisty trails. In the past the machines I've ridden have performed well in one or two of these areas, but none have come through in all of the aspects I prefer. That is until I got my hands on the OR Husky.

At first it was just the very predictable handling that allowed me to ride over rough, rocky sections faster than I've ever gone over them. Then I started to notice how well the Husky would react when the trail got a little tight. The OR would practically turn inside of itself. Finally the straightline power and acceleration is incredible for a 250.

Performance is very important on any type of dirt bike, but you also have to take into consideration the amount of wear and tear a bike will take. Long steep uphill will usually tax any motorcycle to the max, but the OR has yet to let me down, no matter how badly I screwed up along the way. Coming up to a hill in the wrong gear, missing a shift, whatever, the OR is very forgiving and will make things easier out on the trail, instead of fighting you.

I look at it this way, if you find a bike that feels good to you, then you should buy it. That's exactly what I'm going to do with this OR. ●

