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**FIRST TEST!! YZ80 MINI MONOCROSSER**

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# OR MEANS "OFF ROAD" ...AND GREEN STICKIE LEGAL, TOO

In the December *Modern Cycle*, the venerable Krause, conducting a scorched earth tour of Sweden, reported on the new Husqvarnas. Recently the bikes were released to the U.S. press for a day. We rode the new CR and OR models and received some good vibes from the new line.

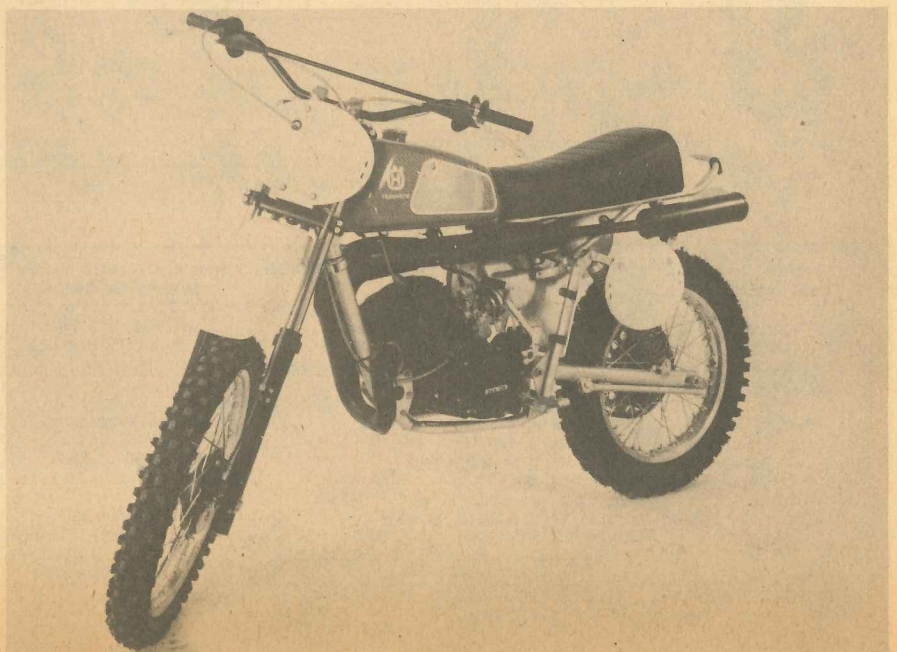
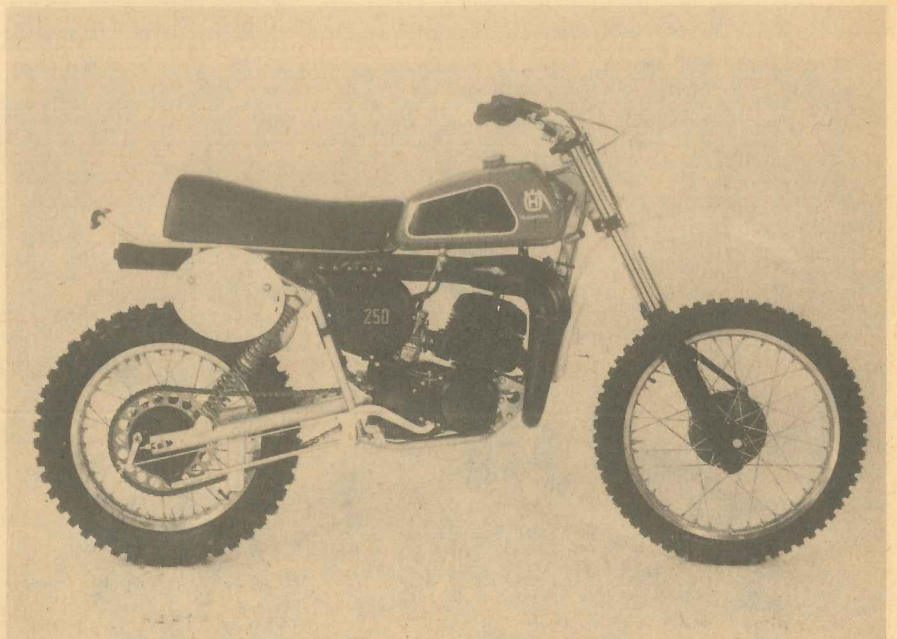
Krause's previous reports varied somewhat from these production models, especially the 250 and 390 OR versions. Casting serious doubt on the intended market of the ORs which were outfitted with a sharply sculptured tank and kick-tail seat, Mr. K.I.A. figured that these were the first of a new dirt/caf e craze that was engulfing Italy.

As it turns out, the appearance of the OR model bikes was finalized and the swoopy seat and tank didn't make the U.S.-bound production lines. Also the market, which was supposed to be limited to a fairly narrow segment of the riding public in a very localized locale, unexpectedly grew to much larger proportions than originally intended.

Destined for the American desert, the OR was originally intended to pass the noise requirements for the infamous "green stickie" in California. (The WR models would not pass, apparently, and will not be sold in California.)

Equipped with American-made 16-inch Curnutt Gas Shocks (a favorite of desert sledders) the OR models have so impressed riders on its initial outings that it is being applied for use in enduro and cross country trials as well as any number of point to point and multiple-loop cross country races. The bikes have emerged as being very versatile.

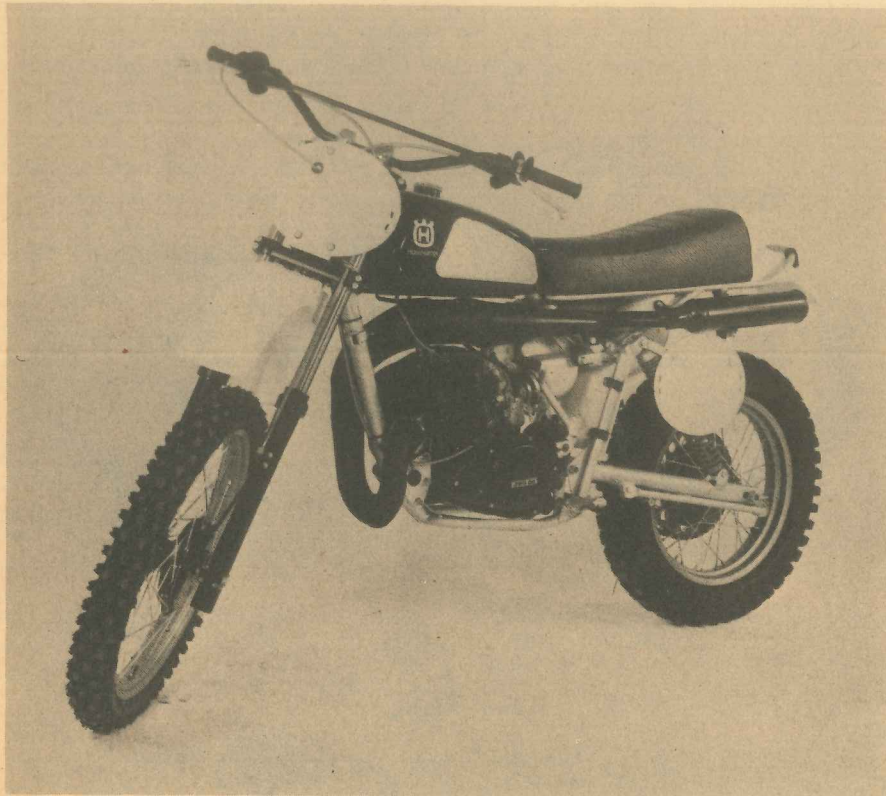
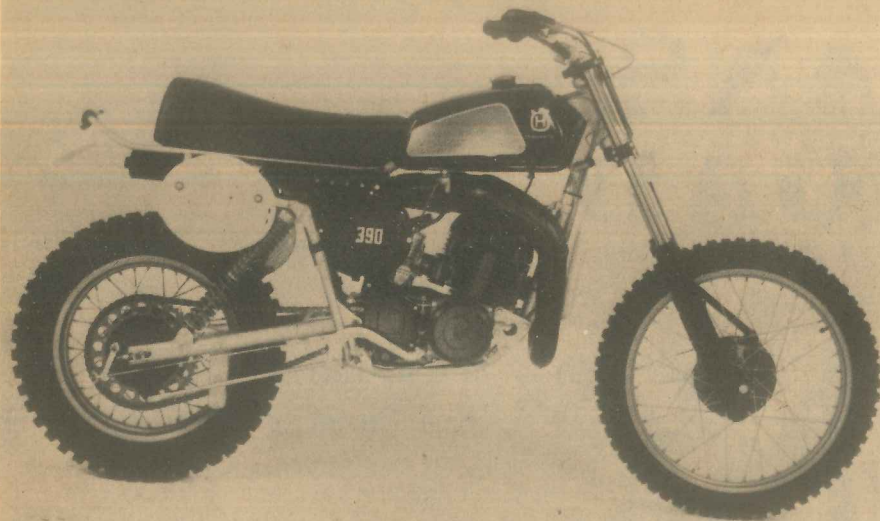
The OR's share many of the parts off the production CR models with only a




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1978 Husqvarna 250 OR \$1840

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few exceptions. The first three gears of the motocross six-speed unit have been redesigned to provide a wider usable gear selection. The 17-inch rear wheel and tire combo, new on the CR models, didn't make it into production on the 250 OR units. (The 390 OR does however incorporate the 17-inch wheel.)

Another difference is the "kicked out" steering head that is raked 1.5 degrees further than the 30 degrees built into the CR chassis. All of the new Huskies utilize tapered Timken roller bearings and seals in the steering head. This makes steering head maintenance almost unnecessary.

In accordance with the 17-inch wheel business, the 390 OR is fit with a new rear hub and new rims. The hub features a wider spacing on the bearings and spoke flanges. The new aluminum rims (in gold—hoo-hah!) have a deep center ridge to facilitate tire changes.

A skyway silencer/spark arrester is fitted to the OR that brings the exhaust down to a respectable 86 Db. It also provides considerably more grunt down low in mid-range than the motocrossers of similar size.

Swingarms on the new Husqvarnas are much stronger than last year's. Larger diameter tubing, that appears to be nearly double in size, is the main factor. The increase in tube size made it possible to eliminate the extra gusseting on the old model so the larger arm weighs the same as the one it replaces.

Both machines use 38mm Mikuni carbs to feed the engines. The 390 top end remains the same as last year's engine, but the 250 has a new cylinder with revised port configuration. Both machines are equipped with a new 11 lit. (3 gal.) gas tank. Motoplat ignitions with built-in lighting coils are standard on both.

The combinations of the wide-ratio gearbox and broad powerband provided by the Mikuni and the pipe make the OR versions very torquey. They pull exceptionally well anywhere in the power range, but don't have the screaming RPM of the motocrossers. The increase in back pressure caused by the silencer/spark arrester is largely responsible.

This kind of usable power, is excellent for the off-roader who needs a no-surprise powerband and good torque for negotiating hills. Some riders probably won't like it because it doesn't wring out, but more will probably enjoy the easy-riding characteristics.

Not only that but it is green stickie legal in California, and it is applaudably quiet. (Look for an in-depth test on the OR in a future issue.)

HUSQVARNA	250 OR	390 OR	
<b>Technical Specifications:</b>			
ENGINE	Single cylinder 2-stroke		REAR SUSPENSION .. New heat treated swing-arm in needle bearings.
DISPLACEMENT	245ccm	384cc	U.S. made Curnutt gas shocks
BORE & STROKE	69.5x64.5mm	83x71mm	TRAVEL .....
COMPRESSION RATIO	12.3	11.5	10.0 in. (254mm)
POWER TRANSMISSION	6-speed motocross gearbox		FRONT FORK .....
CLUTCH	6-disc light alloy		Forward mounted Husqvarna with die cast sliders and damping system
CHAIN	5/8 in. x 1/4 in.		TRAVEL .....
PRIMARY TRANSMISSION	30/68 = 2.27		9.5 in. (242mm)
GEAR RATIOS ..	1st 21.8, 2nd 15.8, 3rd 12.0, 4th 9.6, 5th 8.1, 6th 7.2		<b>WHEELS/TIRES/BRAKES:</b>
SECONDARY TRANSMISSION	13/53 = 4.08		FRONT .....
FUEL	Gas/oil mixture 1:25 (4%)		3.00x21 in.—160mm brakes
TANK CAPACITY	3 U.S. gal. (11 lit.)		REAR .....
CARBURETOR	Mikuni 38mm		4.50x18 in.—160mm brakes
ELECTRICAL	Motoplat CDI		390—5.00x17 in.
FRAME	Chromoly tubing, heat treated		<b>RIMS</b> .....
			Light alloy
			<b>DIMENSIONS:</b>
			LENGTH .....
			2155mm (85 in.)
			HEIGHT .....
			1200mm (47.2 in.)
			HEIGHT AT SEAT .....
			927mm (36.5 in.)
			GROUND CLEARANCE .....
			310mm (12.2 in.)
			WHEELBASE .....
			1455mm (57.4 in.)
			WEIGHT—250 OR .....
			102 kg (224.4 lbs.)
			WEIGHT—390 OR .....
			106 kg (233.2 lbs.)