

# A QUICK LOOK AT

## HUSQVARNA CR125

By Brad Zimmerman

For some reason, Husky just doesn't market its CR125 in mass in the United States like the Japanese rocketships. Part of the reason is Husqvarna—smaller than its Japanese counterparts, it is incapable of producing in large numbers. Even though they're born in limited quantities, the CRs sell out every year.

Too many prospective buyers overlook the bike as a potential threat to the 125 wars. Possibly the price (\$1450) scares some off, yet when they add up the cost of additional goodies tacked onto their racer to bring it up to snuff, they've probably invested that much or better.



up in the victory circle. It's forgiving, but it demands some expertise. For instance, the powerband is narrow, inherent in any 125, but its six-speed gearbox is well matched. Shifting with the throttle wide open, without the aid of the clutch, can be achieved, something not possible on the Japanese machines.

Handling is also excellent, provided you take the time to get familiar with the machine and brush up on your technique, rather than flogging along and hoping that the bike will pull you through. The CR125 for riders who take pride in their lines, and don't rely on the fact that they can hold the throttle wide open, regardless of the circumstances.

Is the CR125 competitive, and can it win against the tough competition these days? The answer to both is yes—it can and has won some very big races, including Baja, a true test of machine dependability and durability, various motocross races across the country, and even Two-Day qualifiers, where it was visibly one of the fastest machines during the special tests, under the talents of Gary Davis. His run of Gold medals on the CR125 (modified to accept lights, a requirement in Two-Day events), has earned him a spot on the 1977 Six-Day team, competing in Czechoslovakia this September.

In a nutshell, the Husky CR125 is priced higher than many of its 125 counterparts, but the bike is all there, out-of-the-crate modifications to make it a winner. It's very reliable, good handling, fast and bulletproof. For your \$1450 you're getting a lot of motorcycle. For the serious motocross, enduro or Six-Day rider, this thoroughbred no-nonsense racer is available, but hurry—because once again Husky predicts that they'll be sold out well before the year is out, a sign that some riders know a good motorcycle when they see one. **AM**

The 1978 CR125 has lots to offer. Husky is now using their own forward axle forks, sporting 9.6 inches of travel, with good seals and minimal stiction. They're strong forks, not easily bendable like Japanese units.

In the rear a newly designed swing arm is at home with 15-inch gas Girling shocks, a combination that results in a true 10 inches of rear wheel travel—more than enough for just about any track.

Husky has been listening to the complaints and threats racked upon their kick starting system. The 125 is one of the first with the newly designed starter system to make it easier, and when the boot slips, a lot less painful than what was offered in the past.

A new front hub is sported, larger in diameter, lighter, with better brakes and a more progressive feel. The bike still comes standard with good rims, Magura controls and throttle, and an overall lightweight appearance.

The Husky is a precise machine, and the average rider can't just jump on the first time and expect to end

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