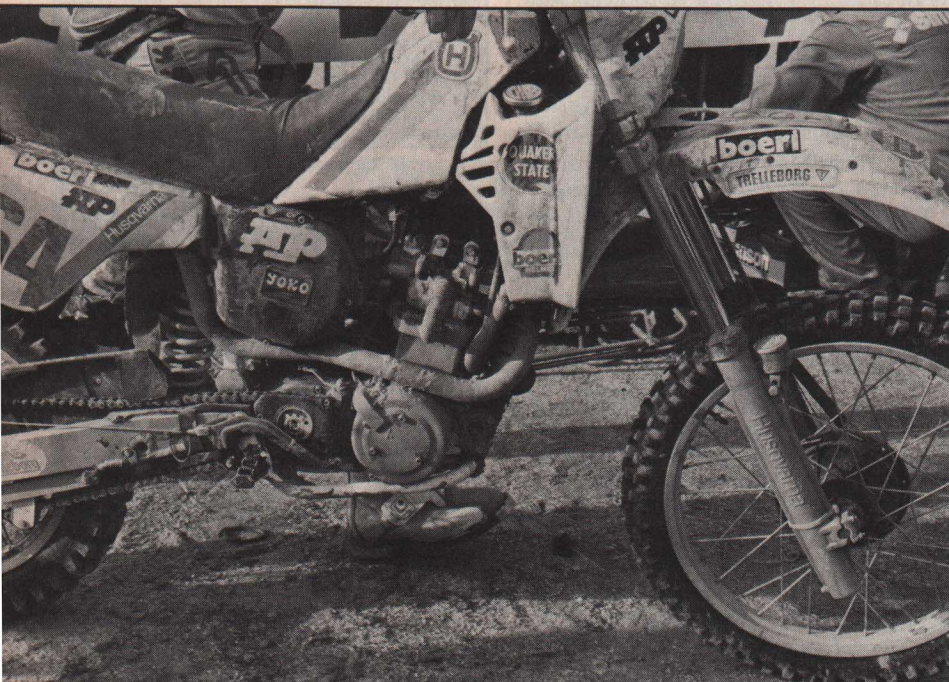


# WILD & WET WATER-COOLED HUSKY 4-STROKE



Here 'tis... quite possibly the trickiest, quickest four-stroke ever made. We should see the water-cooled Husky four-stroke in production for 1985.

## Slimmer, trimmer & single-shocked

If the American squad didn't cream off bucketfuls of victor's laurels at last fall's Welsh ISDE, then at least they generally picked the right brand of cycle. Swedish factory riders Sven-Erik Jonsson and Thomas Gustavsson stylishly blitzed their respective class awards—500cc and Open four-stroke. Jonsson rode faultlessly to a "best overall performance," while Gustavsson upset betting forecasts with a last-minute conquest during the final MX special test.

### HOLESOT HUSKY!

Gustavsson's win aboard a fairly stock 510TE Husky thumper was particularly interesting. Getting the holeshot and winning that last five-lap moto meant recovering the class lead from Britain's Arthur Browning, the most experienced Six Days veteran.

Springtime came to France; so did the first round of Europe's two-day enduro championship, and so did the big Swede—to unveil the product of his winter toils. The location was Apt, a small town in the heart of Southern France's *Provence*, a region noted for its strong red wine, arid, scrubby, mountainous scenery and, oh yes, isolated missile silos harboring the French independent nuclear deterrent.

It was an all-new Husky that thumped and pumped. Thomas, who spoke excellent English unless asked questions he didn't want to answer, admitted that it was the first prototype but that a second cycle with considerable refinement already existed.

The radical—and blindingly obvious—major feature was a water-cooled motor, retaining the inherent lightness of Husqvarna's unique four-stroke lubrication system.

### NO FINS—LESS WEIGHT

Such an innovative design gave Husky an enormous weight advantage over the opposition, and Gustavsson has exploited the latitude of that advantage by adding water jackets. A pump mounted forward on the left side of the crank, with hoses nervously close to one of the exhaust pipes, circulated coolant round the head, barrel and a pair of radiators stuck up on the front of the tank. Cobby bypass plumbing linked head and barrel jackets on this first attempt, but Gustavsson indicated that this had already been replaced with properly cast-in connections on his second bike.

If the effort had been directed into merely creating a cooler-running 510TE, then Gustavsson would have been better off out

with the blond girls rather than sweating over his drawing board, but that's missing the point. The massive forged piston of a big-bore thumper runs hotter in relation to compression, so liquid-cooling allows the choice of *that* previously forbidden route toward more power. The relatively small amount of oil used in Husky four-strokes made the decision inevitable.

### BEEFED-UP MOTOR

The staggering difference in engine compression between the factory proto and the air-cooled 510TE was clearly displayed as Gustavsson began the second day on the same minute as Thierry Charbonnier outside the Apt *parc ferme*. Charbonnier hoisted his diminutive carcass up onto a beer crate and aimed a couple of gentle ballet dancer's kicks at his go-go lever. It fired and he was off.

Gustavsson, on the other hand, had to apply his gigantic Swedish body to a muscular display of what could be called Polish upside-down weight lifting in the States. It took only one big swing, but *that* took all of him.

Thomas developed instant language problems when asked about power figures. Serious prompting elicited a smiling shrug at a suggested 55 donkeys.

The new motor, with its heavier castings and associated cooling system, tips the scales on a standard 510TE, sure, but Gustavsson was adamant that the complete cycle is lighter overall. It was easy to see why, too, because in Husky terms the rolling chassis was as original as the motor. No good hunting for a rear subframe, because the bike didn't have one—a main spine ran over the top of a single Ohlins shock to support the seat. A hefty single member linked that spine down to the back of the gearbox, immediately in front of the shock. Welded-on side plates made the connection, also helping to support the swingarm pivot. The latter actually ran through the gearbox casing. The swingarm itself was fabricated aluminum alloy hooked into a rising-rate linkage, similar to Husky works motocross stuff.

### SLIM AND TRIM

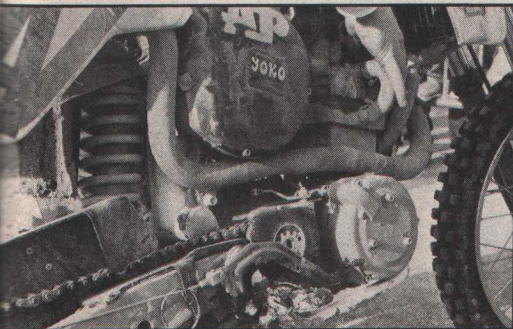
Apart from its sacred weight-reducing duties, the new frame flashed considerable superiority over the old by forming a super-slim profile. The 510TE's traditional twin-shock rear end, combined with necessary routing of four-stroke Husky exhaust pipes, made it wide across the saddle—too wide. Gustavsson's surprise cycle had room to tuck those pipes right out of the way, guaranteeing a narrowness perfect for body movement and fine control.

Knowing the theories and seeing the bike were all very well, but could it bring home the bacon, or reindeer, or whatever Swedes eat? Gustavsson started the enduro sharing his time slot with prestigious company.

They attacked an extremely tough, fast course, featuring miles of sheep trails strewn with wheel-breaking boulders. It had been



Lighting off the big 510 water-cooler required a hearty stomp from the big Swede. He smoked most of the 500cc two-strokes in the special test.



A massive single backbone tube makes more room available for pipe routing, air-box and incidentals. This keeps the mid-section very trim.

planned in the dry, but the skies had opened for three days before the event. Treacherous would have been a fair description. The field was literally decimated, as 69 percent of the entire entry either retired or OTA'd during the first day. Gustavsson lost 30 minutes through a succession of front wheel punctures. The Swede wasn't riding for championship points anymore, but his special test times gave a clue to potential performance—they were faster than most of the two-stroke 500s, never mind the other thumpers.

On day two, riding for sportsmanship rather than championship, Gustavsson completely stole class-winning Charbonnier's glory with MX test action and casually easy timekeeping that put him firmly into top placings. The scratch results for that day, showing a mere 1197 penalties, would have left him 11th overall if matched by his previous day's cursed outing. He didn't really need to prove himself, but he'd definitely proven the bike.

So, we know they've got two of 'em in Sweden—the type of four-stroke dirt tools dreams can be made of. Husqvarna has the power without the weight. I bet that guy Burselson will be burning the factory wire before next October... if only his boys can stop breaking their legs. □

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