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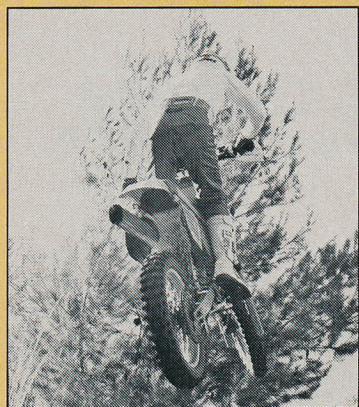
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**HONDA'S
NEW 250X 4-TRAX:
AN XR250 WITH 2 MORE WHEELS?**

DIRT BIKE

MARCH 1987 • VOLUME 17, NO. 3



HUSKY 430 CROSS COUNTRY



YAMAHA IT200 HOP-UP



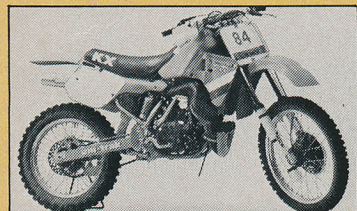
KAWASAKI KX250



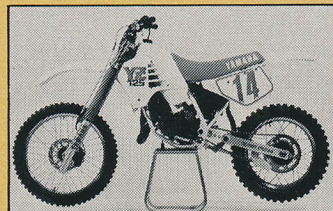
HONDA XR80



HONDA 4-TRAX 250X



BARSTOW TO VEGAS



YAMAHA YZ125

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

Lee Waldie Craig Scott Chris Koira

ON THE COVER:—Steve Schmitz and Lance Johnson split the newest *Dirt Bike* cover aboard the latest rockets from Kawasaki and Yamaha. Schmitz (top), obliterates a corner on the potent KX250, and Johnson lofts the front end on the quick YZ125. Both photos were captured by "Fearless" Fran Kuhn. DeWest tastefully laid out the design, and Valley Film did the color separations.

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It's sick and disgusting, but it sure is fun to laugh at

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CROSS-EXAMINED

The point is. . . ?

By the Staff of DIRT BIKE

POINT: Over the next few hours we'll be discussing the new 1987 Husqvarna 430 Cross Country.

COUNTERPOINT: I thought that company went kaput. Wasn't it bought by Fiat?

POINT: Cagiva. It's Cagiva that bought Husqvarna, and it's still very much in business. The new Husqvarna 430 Cross Country. . .

COUNTERPOINT: You mean XC.

POINT: The new 430 CROSS COUNTRY! It features an all-new engine with better torque and a broader powerband than last year's 400. It. . .

COUNTERPOINT: How?

POINT: It has a longer rod, is made of lighter material and has a bigger bore. There were never any complaints about the 400's power; Husky has merely made it stronger. It retains a six-speed, wide-ratio gearbox, watercooling and new aluminum primary covers to prevent corrosion.

COUNTERPOINT: Who cares?

POINT: Everyone who has ever owned a water-cooled Husky has witnessed how badly the magnesium side covers corrode.

COUNTERPOINT: Zzzzzz. . .

POINT: An all-new seat, tank and side panels with new-wave radiator shrouds show that Husky hasn't been sleeping during the off-season.

COUNTERPOINT: Will those ten-dollar tank stickers bubble up and stick to the rider's leathers after an hour's ride, like they did last year?

POINT: Good point. No, they will not. The fuel cell is hidden behind the removable radiator wings which cover the black tank. The 3.3-gallon tank. . .

COUNTERPOINT: Looks fat. Sorry.

POINT: It is actually very thin, considering it holds so much fuel. The seat flows nicely up onto the tank, making it easy for the rider to move around.

COUNTERPOINT: How come the right

side of the seat by the airbox is all worn out? That bike isn't that old.

POINT: Well, mumble, mumble. . .

COUNTERPOINT: I can't hear you!

POINT: Actually, it's a bad design. Your boot will hook the lower lip of the seat. When you're seated, it will rub on the seat base and prematurely wear out the cover.

COUNTERPOINT: Thank you.

POINT: Husky has completely updated the forks with—

COUNTERPOINT: They're not using those wimpy old bogus 40mm stir sticks again, are they?

POINT: All-new valving and spring rates in the forks have them performing almost flawlessly. They're extremely compliant on small bumps, and the damping is progressive, so they'll take the killer hit, as well. In fact, Dan Smith the desert star prefers the action of the 40mm units to the White Power upside-down forks.

One of the biggest flaws in the Husky's powerband is the stock spark arrester. Plan on buying an Answer S/A or a Cobra unit. They're legal, and your performance won't suffer.





SEITE

HUSQVARNA

ACERBIS

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CROSS COUNTRY

HUSQVARNA 430



How's it work in the woods? L.R. shoots for the tree tops and, in the process, loved the landing. The new suspension is far superior to last year's bikes.



We race-tested our 430 at the Tecate enduro, and the machine performed flawlessly. Webb said he was so late that if something on the machine had required attention, he would have packed it in. The bike refused to tire, and it towed our sniveling editor all the way to the finish.

COUNTERPOINT: Got a shovel?

POINT: Most riders feel they rebound a bit too quickly, and you must run either a seven- or ten-weight fork oil. There's more in our "Tech Tips" section on suspension setup. The truth is, the forks are the best efforts to come out of Sweden in years. They're very plush, perfect for the enduro/

off-road rider in every way except one—they flex. Deep sand, ruts and bumpy corners all hurt the precision of the front end, due to flex.

COUNTERPOINT: At least you're telling the truth and not stroking us with a bunch of...

POINT: The rear end also features all-new linkage, shock and ratios. Gone are the days when you needed a spring off a Desoto so it wouldn't bottom. The new linkage is very progressive. The new Ohlins damper has a clevis mount on the bottom and uses a very light 4.9-kg spring. Anyone under 180 pounds can live with the spring rate. Any questions?

COUNTERPOINT: None I can think of.

POINT: More good news comes in the form of the two-piston front caliper. Now the braking power...

COUNTERPOINT: Should I roll my pants up or what? I thought you were gonna stay straight here. None of the Euro bikes come close to the Japanese in braking power.

POINT: If you'd let me finish... now the braking power is much stronger. In fact, in a direct comparison with a Honda disc, the Husky unit is almost as powerful. It lacks only in feel—it's grabby when hot. The rear drum unit is strong, fairly waterproof and much lighter than in years past.

COUNTERPOINT: Okay, you've stroked us enough. Let's start getting to the bottom line. How does it work in the field? Did you, in fact, race it? What are its strengths and weaknesses? Please, be honest!

POINT: You're right, honesty is the best policy. We did in fact race the Husky 430 Cross Country in a grueling event that is an excellent test of both man and machine—the Tecate 250 Enduro. During this...

COUNTERPOINT: You guys actually raced in that killer?

POINT: During this enduro we learned plenty about the machine. We'll start with the engine, move to the handling, which includes suspension, and finish with the bits and pieces of the bike and a closing analysis. Okay?

COUNTERPOINT: It's a Wright.

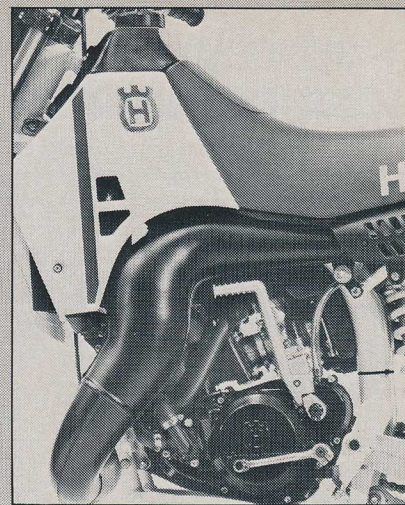
POINT: Right off the bat, the jetting is a little rich.

COUNTERPOINT: Come off it, that's like saying Orson Welles was "a little fat." It barely ran. It blubbered, drooled, whimpered and moaned until you jetted it properly—didn't it?!

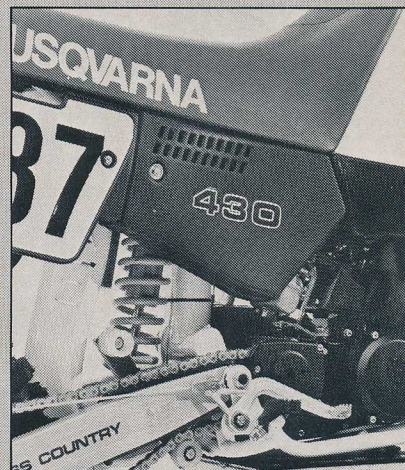
POINT: Well, actually, we learned there were two things which stifled performance. One was the jetting; the second was the spark arrester. We went from the standard R-0 needle jet to a Q-8, from the 2.5 slide to a 3.0, and from a 400 main jet to a 410, sometimes a 420. Then, we threw the stock spark arrester—

COUNTERPOINT: The spark arrester?

POINT: Yes, we ended up running an



An excellent seat/tank relationship makes for easy rider movement. The pipe will burn your leg, but the stickers will last forever since the new outer shrouds are removable, revealing a black inner fuel cell.



You must run the brake pedal loose, or the brakes go on when the rear suspension bottoms. The new spring rate and leverage ratio are worlds better than last year's. It comes sprung right for the masses and does an excellent job of keeping the Husky running straight.



Don't write off the forks. They still flex, but the damping has been greatly improved and once we installed the Progressive springs, we felt it damped as well as any forks around.

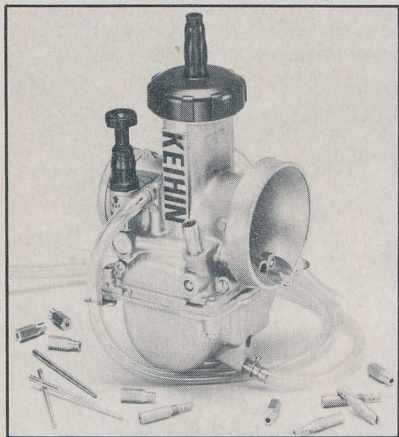
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Larry Roeseler flicks the 430 around for the DB cameras. The front brake is much stronger but sticky, and the rear is a quick-change unit that is fairly waterproof.

Answer Products muffler with a Cobra "Sparky" tip on it. With the two mods, the performance gains were amazing. Now the Husky fires out tractable power with pizzazz. There are no hitches or lags, just loads of bottom-to-mid-range boost, with a little rev thrown in for dessert.

HUSQVARNA 430

COUNTERPOINT: Sounds tasty. We know Huskys build excellent off-road motors that are tractable, easy to ride and powerful. Is it better than a 400? How's the transmission?

POINT: It definitely has more muscle than the 400. Serious racers will love the increase in bottom-to-mid-range thrust, but they may desire a bit more on top. They come geared for highway use. Change the countershaft sprocket from a 14-tooth to a 13. This tightens up the gearbox and the powerband, giving you a low first and second gear and a top speed of about 80 mph.

COUNTERPOINT: It's nearly snack time. Could you get on with the program?

POINT: Like most Huskys, the Cross Country sits high. Too tall for serious enduro work, but it's not really a problem for desert, MX and hare scrambles applications. Its bread and butter is good handling, good suspension and great stability. The new seat/tank arrangement allows the rider to float around on the bike more easily; getting forward for cornering requires almost no effort. Up front, the forks may not be



HUSQVARNA 430 CROSS COUNTRY

Engine type	Single-cylinder, liquid-cooled, 2-stroke
Bore and stroke	86.0mm x 70.8mm
Displacement	430cc
Carburetion	38mm Mikuni
Factory recommended jetting:	
Main jet	400
Needle jet	R-0
Jet needle	.6DH20
Pilot jet	45
Slide number	2.5
Fuel tank capacity	12 L (3.3 gals.)
Lubrication	Pre-mix
Gearbox ratios:	
1	22.4:1
2	15.5:1
3	11.7:1
4	8.9:1
5	7.5:1
6	6.3:1
Gearing, front/rear	14/52
Ignition	Motoplast

Recommended spark plug	Autolite 4055
Silencer/spark arrester	Yes/yes
Wheelbase	1512mm (59.5 in.)
Ground clearance	385mm (15.2 in.)
Seat height	965mm (38 in.)
Rake/trail	27°/120mm
Claimed weight	229.5 lbs.
Tire size and type:	
Front	300x21 Metzeler MXR
Rear	450x18 Metzeler MX
Suspension, type and travel:	
Front	Husqvarna telescopic, 300mm (11.8 in.)
Rear	Ohlins, adj. comp./reb., 340mm (13.4 in.)
Intended use	Off-road
Country of origin	Sweden
Suggested retail price	\$3495

Distributor/Manufacturer:
Husqvarna/Cagiva North America
700 W. 190th St.
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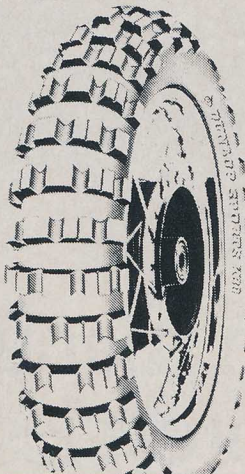
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HUSQVARNA 430

Showa cartridge units, but they offer a supple, progressive ride that is excellent. In fact, if the same damping were housed in beefier tubes, we'd call them great.

COUNTERPOINT: Why'd they change the rear end?

POINT: Mainly to get a more progressive ride. Last year's bike required a monstrous spring, and you could still bottom on huge G-outs. The new system is worlds better over stutter bumps, and it won't bottom on big hits. Set the sag at four inches and hit the trail. If you're girthy or weigh over 180 pounds, you might need a stiffer spring.

COUNTERPOINT: Can I get a test ride on this baby?

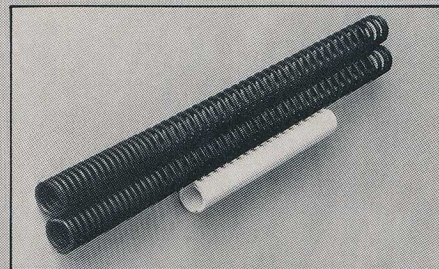
POINT: No.

COUNTERPOINT: Well, then I'll just go out and buy one.

POINT: Now you've got the point. □

TECH TIPS

IMPROVING THE BREED



Although Husky has revalved its 40mm Husky forks for '87, there is a product on the market that can instantly update their performance. A set of these Progressive Suspension fork springs will allow the big hit to be taken in stride and provide a plush ride on the smaller bumps.

• During the testing of the 430 Cross Country, we were pleasantly surprised with the damping action of the forks. Yes, they still flex, but their ability to track, hold a line and react to the terrain is worlds better than last year's units. Here's a tip that works for every Husky owner: Get a pair of Progressive fork springs which cost \$49.95. They enhance the progressive action of the forks by making the first part of the stroke more plush, and then it firms up perfectly on the bigger hits. The ride height stays in line, but the action throughout the stroke is superior.

We changed the standard fork oil to Maxima Hydra Spec 2, which is a seven-to-12-weight oil. Set the level at 140mm from the top of the tubes, with the spring out. Heavy riders should set the preload on the Progressive springs at 25mm; pilots who weigh less than 180 pounds should run no preload at all.

MORE INFO

For further information regarding the Progressive fork springs, contact Progressive Suspension, 11129 G Ave., Hesperia, CA 92345; (619)948-4012. •