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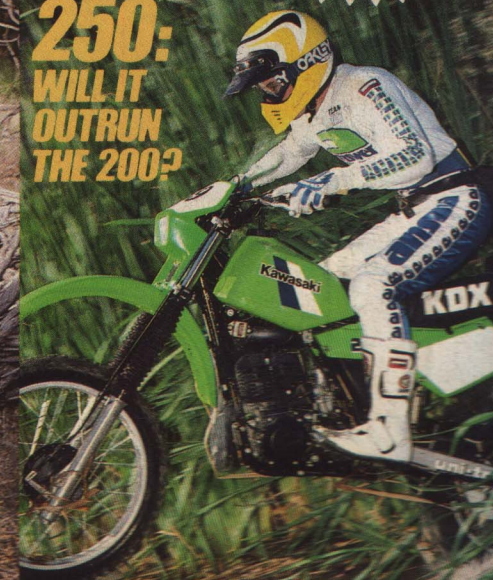
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**HUSKY'S WILD NEW
WATER-COOLED
ENDURO WEAPON!**

**KDX
250:
WILL IT
OUTRUN
THE 200?**



KAWASAKI HOP-UP

ISSN0364-1546



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DIRT BIKE

JUNE 1984 VOLUME 14, NO. 6



CAGIVA 200



KTM 495



HUSKY 400WR



XT600



M-STAR 250



CR60



ATC250



KDX250



YZ125



ATLANTA SX

ON THE COVER:—The scope of our coverage this month is reflected in the diversity of our cover subjects. Clockwise, from top left: Bailey and Barnett dragging feet in Atlanta; Jim Holley aviates the YZ125 at Indian Dunes; Clipper on the KDX250 in the Great Valencia Swamp; Webb digging holes in Gorman on the Husky WR400; and Ron Haase logging solo time at Pismo. Photos by Phil Beckman, Paul Clipper, and Tom Webb; color separation by Valley Film.

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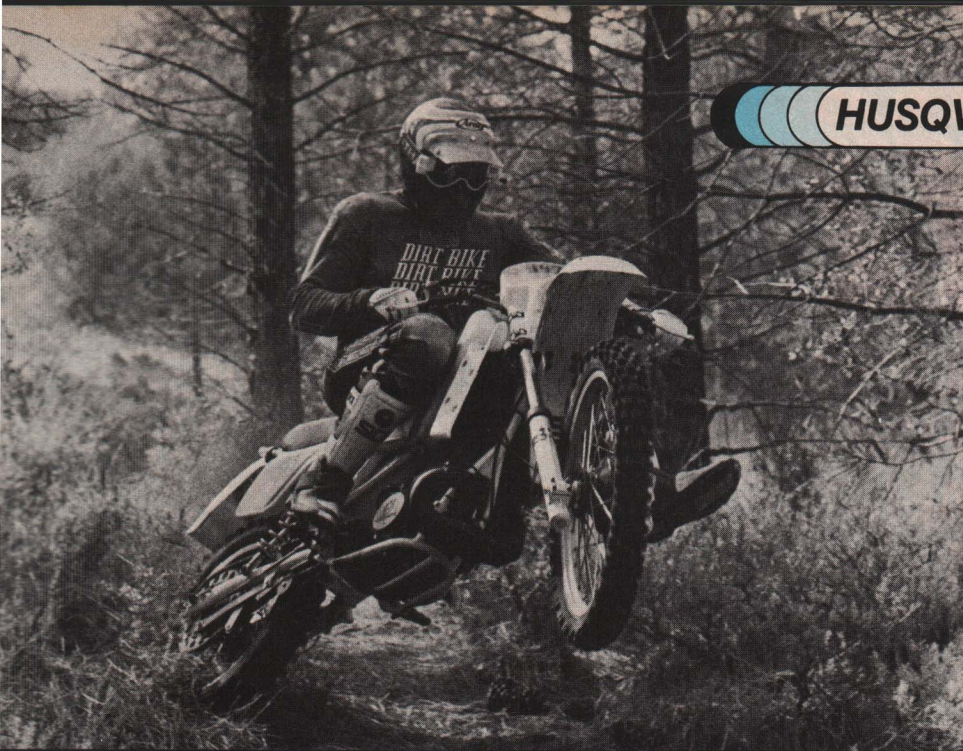
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Another fine mess we're in

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.



Carving through the woods is where the WR is at home. Superior "enduro" power and dead-on handling is the Husky's strength.

When we learned that Husky had axed the 430WR from the '84 lineup and had replaced it with a 500, we weren't shocked. Disappointed, yes. The 430 put out what we considered correct enduro power. Basically, we loved it. Sure, a 500 would have more grunt, a savage mid-range and an eye-bulging top-end hit. But who needs it? It would also weigh more, vibrate more and probably be more than a handful in the woods.

What we didn't know was that Husky was working on a water-cooled big-bore and planned to unveil it sometime in 1985. Their schedule was moved up when Sven-Erik Jonsson took a prototype 400 to the overall win in the Wales ISDE. At this point, Husky decided to introduce the 400WR midyear, 1984.

You see, we had a chance to ride a 400 right after the Quicksilver National enduro. In a very brief initiation tour we knew Husky had a winner. The bike puts out power that can only be described as "pure gold."

LESS IS MORE

At this point, there were only three 400s in the U.S.: Mike Melton's, Kevin Hines', and ours. Before we bolted from Husky and headed toward the hills, two things came up: gearing and jetting.

For years now, Huskys have been notorious for grossly jetted bikes supplied with moon gearing. Well, half the problem has been solved. The gearing is dead-on. The jetting is another story. Stock, it's ugly rich. A leaner main jet, needle jet and slide are mandatory for clean throttle response.

The first mile on our test grounds convinced us that we hit pay dirt with our original observations. The 400 has the "gold," and it's boxed right inside the motor. Off the very bottom it rips like an Open bike. Into the mid-range the surge is similar to the 430, yet it pulls farther. It revs—like an angry 250.

Fact is, we had a 430 with us for comparison. The 430 blasted a little harder off the bottom. Through the mid-range the bikes felt even, until the 430 signed off and hit the wall. As the bikes entered the top end, the 430 parked it right when the 400 started singing. It blasted into a mythical top end that the 430 only dreams about.

SURF REPORT

Unlike the 250CR, the 400 has twin radiators. This makes for easier engine maintenance and accessibility. The top end can be removed without ripping the plumbing off the bike like the 250.

By regulating the cooling, the jetting can be dialed in within a hairsbreadth of total

Although the Husky is heavy, it's still a good jumper. While you're airborne, the weight isn't offensive. Both suspension ends soak up the landings in superior fashion.

destruction. This makes for better fuel economy and a long-lasting engine.

While the stroke remains identical to the 430, a smaller bore brings the size down to just under 400cc. A simple water pump is nestled on the clutch side of the engine. Throughout our test we never experienced one problem with the plumbing. One side note: The hoses appear to be thin and easily damaged. Keep an eye on them and supply your toolbox with some spares.

Finally, Husky has changed the internal transmission ratios. This makes for a final gearing of 15/52. For years they came geared at 12/53, and before the bikes saw dust, you had to put on an 11-tooth countershaft sprocket. These tiny sprockets wore quickly and rendered chains useless too fast. The overall gearing feels perfect, low enough for trials work and an 85-mph-plus top end.

PLUSH, PLUMP, WIDE BODY

Because of the excellent power of the 400, you're easily blinded to the oddities of the



JUST ENOUGH TO DOMINATE

The world's first Open class, water-cooled enduro bike



HUSQVARNA 400WR ENDURO



You could say that the 400 is part amphibious. Even when it's completely submerged, it won't sputter or wheeze.



machine. A low-slung plastic tank is slim and mates snugly to the seat. The junction lets you slide forward and get in the right posture for turning. One hindrance is the width of the midsection of the bike. In comparison with a single-shocker, the Husky is your basic wide body. A bowlegged, cowboy-style approach is needed to mold your legs around the offensive width.

Husky has dramatically improved the steering ease by pulling in the rake to 28.5 degrees. This alone takes the strain out of the "body forward, cut and thrust" Husky mode of operation. Now the bike turns with little effort, yet it still retains its high-speed behavior. Headshake is not a problem; it's stable even in sixth-gear situations.

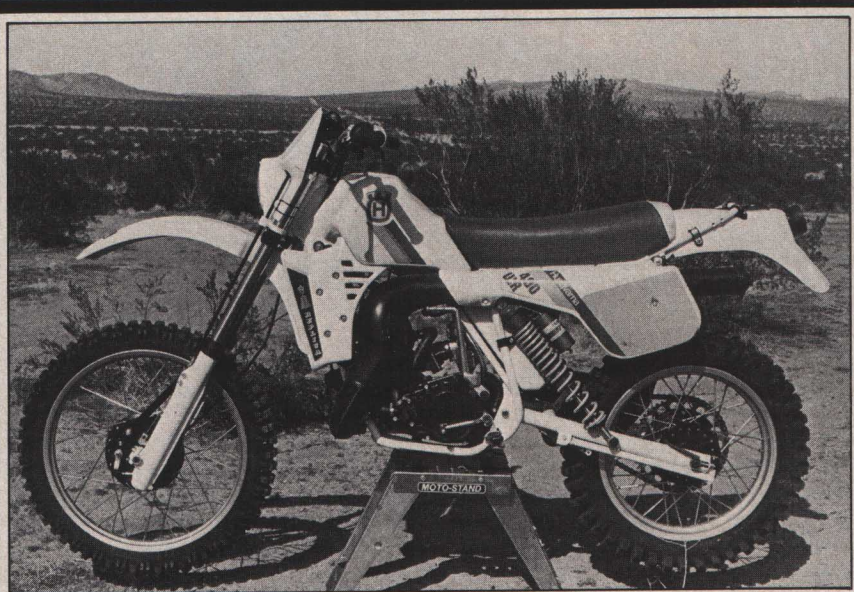
In the suspension department there's nothing new other than the forks don't hang down as low as before. Now they won't catch rocks and ruts as easily. Travel is 10.6 inches and quite deluxe. The action feels too soft during the first half of the stroke, then firms up just right on the crushers. There are better forks around, but none that equal the overall push action of the Husky units.

This will probably be the last year of the twin-shock design. Still, they soak up real estate just fine. We had to go to the stiffer yellow springs and ran them with almost no preload. Like the front end, the ITC Ohlins give an energy-saving ride. A tad more rebound damping would be nice, but on the whole we have very few snivels here.

We felt that the stock bars were too low and replaced them with the Husky Products LR bar. On full compression our feet scraped the ground, so we raised the footpegs (see "Husky Secrets," April DB). While aboard the 400, it doesn't feel super heavy. A trip to the DB scales opened our eyes. The 400 tiptoed out at 245.5 pounds! That's too fat.

BITS AND PIECES

A new rear backing plate seals better and
(continued on page 72)



HUSQVARNA WR400

Engine type . . . Single cylinder, 2-stroke, liquid-cooled	Wet weight, no fuel . . . 245.5 lbs.
Bore and stroke . . . 82.5mm x 74.0mm	Tire size and type:
Displacement . . . 395.6cc	Front . . . 3.00 x 21 Trelleborg
Carburetion . . . 38mm Mikuni	Rear . . . 5.00 x 18 Trelleborg
Factory jetting:	Our Jetting:
Main jet . . . 400	380
Needle jet . . . Q-8	Q-6
Jet needle . . . 6DH3	6DH3
Pilot jet . . . 45	45
Slide number . . . 2.5	3.0
Fuel tank capacity . . . 10.5 L (2.8 gals.)	
Lubrication . . . Pre-mix	
Gearbox ratios:	
1 . . . 20.8:1	
2 . . . 14.4:1	
3 . . . 11.2:1	
4 . . . 8.3:1	
5 . . . 7.0:1	
6 . . . 5.9:1	
Gearing, front/rear . . . 15/52	
Ignition . . . SEM	
Recommended spark plug . . . Bosch W4-C	
Silencer/spark arrester . . . Yes/yes	
Wheelbase . . . 1480mm (58.2 in.)	
Ground clearance . . . 320mm (12.6 in.)	
Seat height . . . 960mm (37.8 in.)	
Rake/trail . . . 28.5°/131mm (5.2 in.)	
Suspension, type and travel:	
Front . . . Husky 40mm forks, 270mm (10.6 in.)	
Rear . . . Husky twin shock, ITC, 300mm (11.8 in.)	
Intended use . . . Enduro, off-road	
Country of origin . . . Sweden	
Retail price, approx. . . \$3195	
Distributor:	
Husqvarna Motorcycle Co.	
4925 Mercury St.	
San Diego, CA 92111	
Overall rating of bike, keeping intended use in mind:	
Handling . . . Excellent	
Front suspension . . . Very good	
Rear suspension . . . Very good	
Power . . . Excellent	
Cost . . . Poor	
Attention to detail . . . Very good	
Effectiveness, stone stock . . . Excellent	

This rating system is included to aid in comparison of bikes in the same displacement and intended-use categories. Comparing the ratings of two dissimilar machines is a meaningless exercise in futility.

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FROM THE SADDLE

(continued from page 8)

all the tools back into the tool bag. I made a mental note to leave the jelly sandwich there on the edge of the branch for some lucky animal to snack on that night.

I then cocked the front wheel into the hill for the best angle, turned the petcock on, and flipped the kickstarter out.

Placing my right foot on the lever, I gave the mightiest of boots, determined to light that sucker off on the first prod. It was a powerful kick. It really was.

The only problem was that the kick lever arced right through its stroke as if it weren't connected to anything, and my right foot blasted into the side of the hill.

As the foot punched into the dirt, the laws of physics came into operation. For every action, an opposite and equal reaction. The bike straightened up, then lazily tilted over and started a sickening fall off the trail.

In desperation, I reached out and clawed for something! Anything! My fingers closed in on the jelly sandwich as the bike began to roll over the side.

At that moment, I realized just why I was falling who-knows-how-far. I had left the plug out right before that last, stupid, mighty kick.

Well, I didn't die or anything like that, but it took three hours to drag my bike back up onto the trail, and my elbows sure don't look as good as they used to.

And I haven't really cared for jelly since. □

ENOUGH TO DOMINATE

(continued from page 59)

has a drain for water work. Still, once the brakes are drenched, they take too long to come back.

In good traction the stock Trelleborgs hook up nicely. Get in baked terrain and Metzeler are the answer. Plan on replacing the tank stickers every month or so. The gas fumes cause them to bubble up and peel off.

On the right side of the swingarm is a new safety system in case the chain adjuster snags. It's a simple bolt that snugs against the adjuster. In the past the adjusters have broken, and there's no way you can keep the chain on with a broken adjuster.

Our kickstarter started rubbing against the case during starting after about a month's time. We took it apart and ground some meat off the offending knuckle.

The stock, outdated spark arrester is a lemon. Replace it with an Answer Products model. At the same time, cut off the grips and try Gold Belt's new De-Grips. They're Honda replicas and hold up well.

WORKING THE ODDS

We're hoping that Husky focuses some attention on cutting the flab factor in 1985. At 245.5 pounds, the 400WR is a heavy-weight contender in a lightweight world.

Still, the bike is a winner. The engine performance dominates all aspects of the machine. For the enduro rider, you will not find better, more usable power. Combine that with good trail manners and a sturdy chassis, and you have a real winner. □

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