

PRO CIRCUIT HUSKY 500 FOUR-STROKE

Slimmer, trimmer winner

**MOTO
TEST**

For many of us, the first time we laid eyes on Husky's all-new 500 four-stroke, it was love at first sight. But the true beauty of this beast is that it not only looks like a Swede dream come true, it is! Favorable early reports have turned the new 500TC into somewhat of an overnight success. Besides being a full 20 pounds lighter, the Husky is faster through the gears and more manageable around the track than its Japanese counterparts. Needless to say, the 500 Husky is big news for four-stroke enthusiasts everywhere.

Well, we got to thinking. Since the new

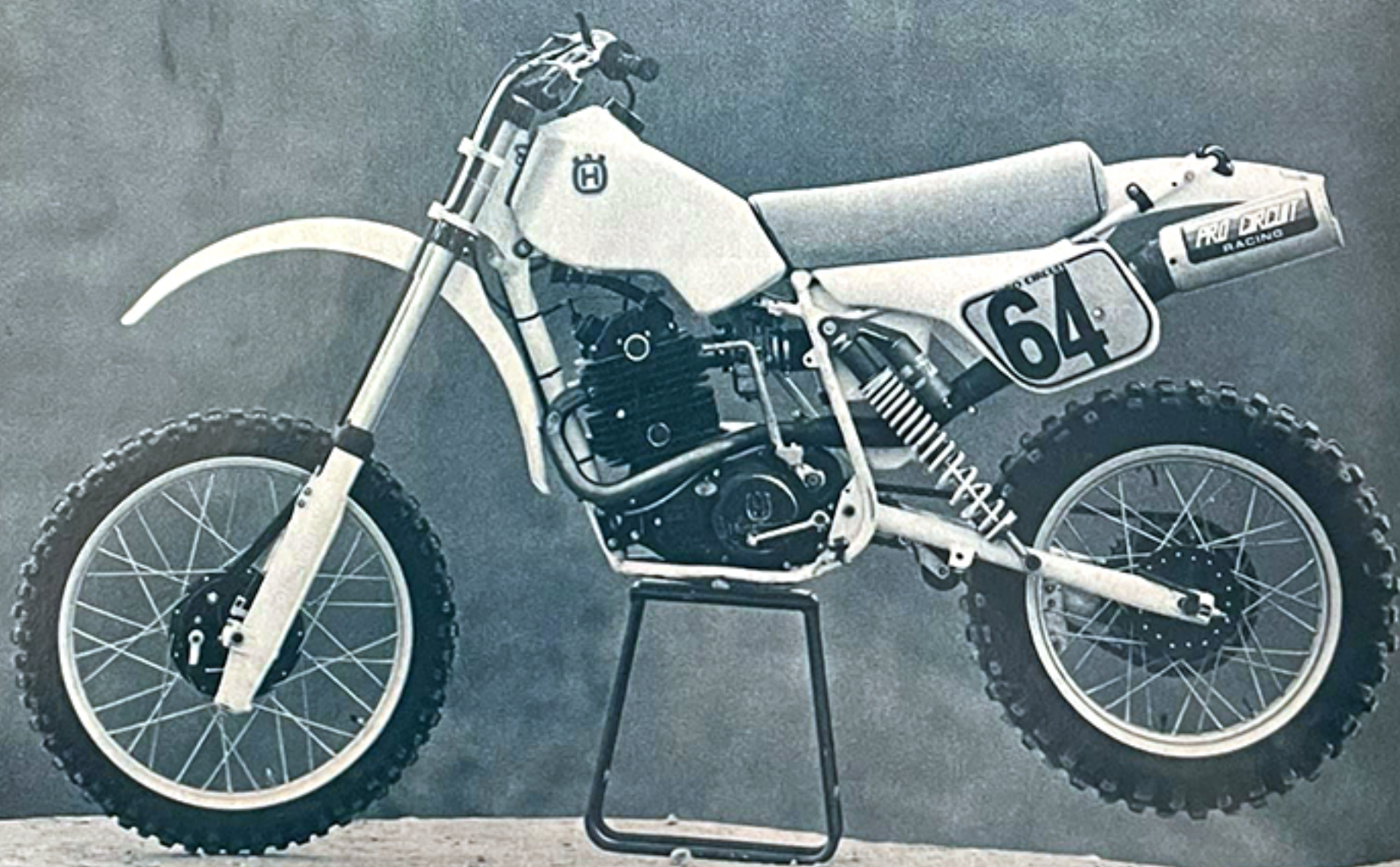
500TC was such a great bike stock, what would happen if we were to, let's say, tweak it a bit. You know, a little here and a little less there. As it turned out, those diabolical guys over at Pro Circuit were way ahead of us.

SWEDE HEART

At the heart of this Scandinavian scoot is Husky's new wave of power: a unique four-speed, roughly 490cc (90.0 by 76.4) mill. This distinctively Husky motor features a four-valve head fed by a 36mm Dell'orto pumper carb complete with accelerator pump, two compression releases (one manual, one automatic), primary kick starting and a unique oiling system that uses the cam chain to transfer oil through the engine. Add



Yumping yimminy, Yosef! Jumping the mighty four-banger off Dead Man's Leap is easier since it lost five pounds, became five inches narrower and gained five horsepower.



It was a case of love at first sight for us when we first spied the Pro Circuit 500 Husqvarna. It is bea-u-ti-ful!



Moving around on the Husky thumper is much easier with the new aluminum tank. But the nature of the tank's design (hand-built) means it will be a limited-edition item if it is available at all. Expect an asking price of \$400 for the tank... ouch!

all this together with the fact that the 500TC motor weighs in at a healthy 15 pounds less than anything in its class, and you've got a real winner.

Wrapped around this choice powerplant is a familiar-looking Husky chassis incorporating their proven 40mm forks and ITC Ohlins shocks. The front brake is their dependable dual-leading shoe unit, while stock tires are Trelleborgs. All in all, the 500TC is a very well-thought-out performance package that works. However, after a single test sit, we think you'll agree that the new Husky quadra-stroke is not without its faults.

WIDE LOAD

Welcome to Team Bowlegged! One sit on the 500TC and you'll know the true meaning of "wide-body seating." Due to the dual exhaust pipe layout, the side panels bulge out obnoxiously. After a hard day of riding, believe us, you can feel it... where it counts. You'll also notice that the big Husk has a bit of a hard time breathing during particularly strenuous workouts. We think you'll find that after you step off the 500TC, you'll come away thinking that, just as with any new partner, she's a little rough around the edges. Nothing major—just some minor details.

KIT AND CABOODLE

It just so happens that minor details are a major concern to the folks over at Pro Circuit. You know, those little details that make the difference between first and also-ran? Anyway, Pro Circuit received one of the first 500TCs and began prepping it for the CMC Four-Stroke Championships at Saddleback

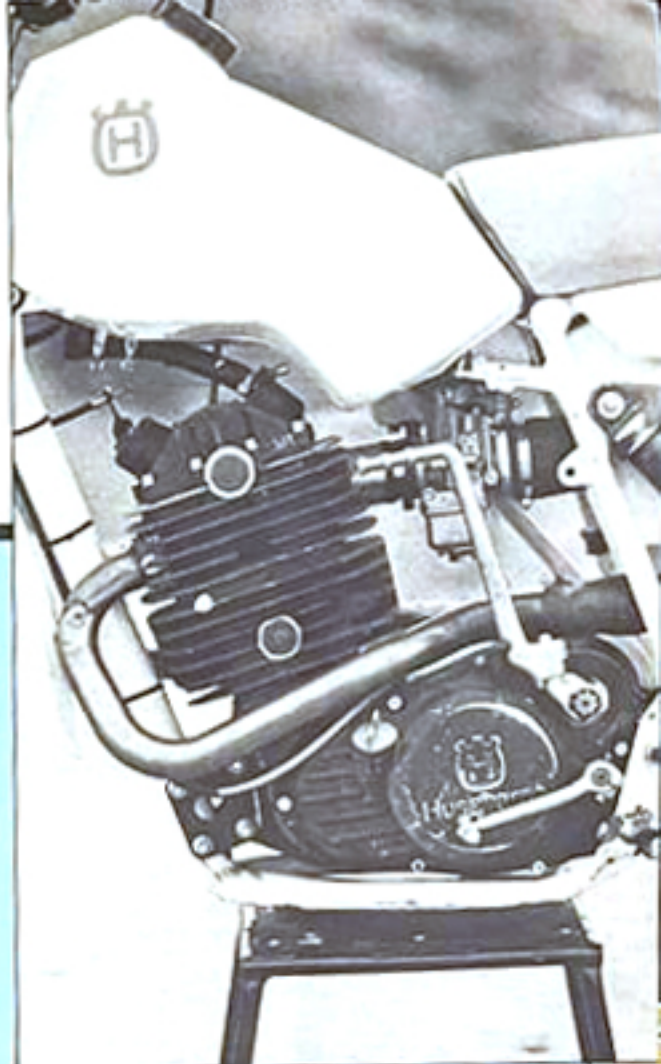
Park back in early October (see our race report elsewhere in this issue). Their diagnosis was: too wide, too heavy, and in general they felt the TC was just not up to its full potential. Almost, but not quite.

First off, the dual pipes went in favor of a higher-performance two-into-one megaphone. In order to better route the new pipe, it was time for a new airbox and side panels also. Pro Circuit was so impressed with the difference that the pipe, airbox and side panels made in the bike that they now offer them as a kit for right around \$225. Beyond all else they did to their particular race bike, Pro Circuit still contends that for 90 percent of the Husky 500TC riders out there, the kit is the way to go for higher performance and greater comfort.

FOUR SCORE

The next step is probably the most noticeable—the beautiful aluminum tank. Due to the tank's low-slung design, it was necessary to include an internal splash plate on the petcock side to restrict low quantities of fuel from sloshing over to the other side of the tank and thus bringing things to a halt.

You'll probably also notice that our test bike was outfitted with some taller-bend Answer Husky bars, which proved to be much more comfortable than the low-rider stock bars. In the fork department, Pro Circuit performed their usual magic, which consists of welding up and redrilling certain damping rod holes as well as honing inside the legs. For plushness deluxe, they recommend 500cc of 15-weight oil with no air. For the rear Ohlins they changed the damp-



Using a two-into-one header pipe cleans up the Husky's lines and eliminates some of the pork and girth that the stocker suffers from.

ing and altered the compression valving a bit, while going with a white progressive spring on the sixth clip for average-weight riders. As far as tires went, the stock Trelleborgs were scrapped in favor of some Bridgestone M22/23s.

Other Pro Circuit tips include removing the automatic compression release and running Castrol R Racing Oil, which eliminates some clutch slippage and minor overheating problems. Other than that, the motor was left pretty much alone. A little blue-printing, matching the head and general cleaning up was all they did prior to the race—nothing major. Rumor has it that they are currently working on some additional motor mods, but for right now, that's it.

HISTORY IN THE MAKING

When we started this whole thing, we thought we knew what we were getting into. We didn't. How were we to know that we were creating an unstoppable monster? First it ate Saddleback alive. Next it took Mammoth by storm. Everywhere we took it, it humiliated the competition. It just wasn't fair! But we were loving it! Now the only problem is that the Pro Circuit TC kit is available to all—not just us anymore. That hurts.

With the simple addition of the Pro Circuit kit, anyone's TC will be a full five inches narrower, five pounds lighter and five horsepower healthier. Add to that the fact that the stock TC is already faster and lighter than either the Honda or the Yamaha, and you've got serious trouble—serious trouble for your competition. Now, that's the kind of trouble we've all been looking for. ■