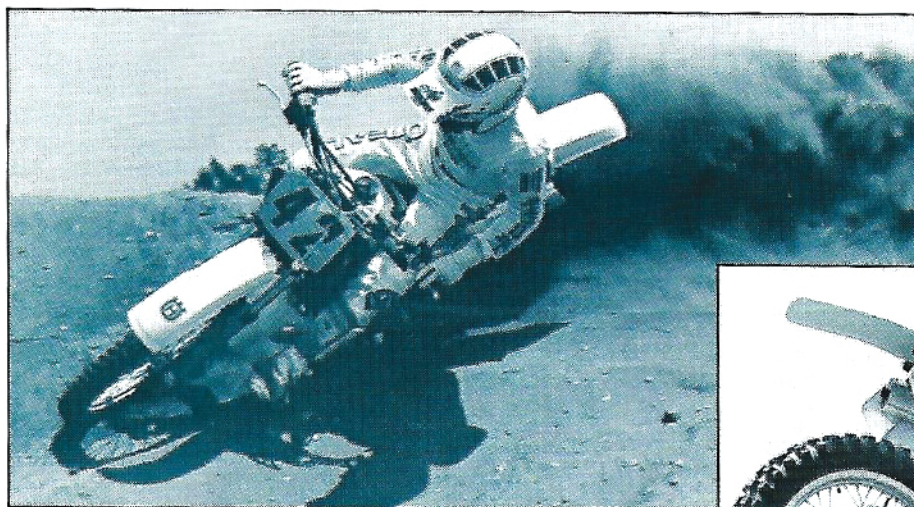


1987 HUSQVARNA FOUR-STROKE MOTOCROSS

Is setting a new standard enough?



Ground swell: Water-cooling helped alleviate the Husky's overheating ills, but it also allowed the Swedish engineers to pump out more power. Good low end, steady mid-range and terrific top end can give the two-strokes fits.

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Suspension: Rear suspension is the same as last year's, except for the addition of zerk fittings on the shock linkage. Fork damping has been improved with new valving, springs, and five-weight oil.

Miscellaneous: The rest of the package is unchanged from 1986 (except for the hardware and plumbing necessary to accommodate the radiators).

Overall update rating: Fair. Husqvarna needs to update its chassis and componentry group to stay with the times.

QUESTION TWO: HOW MUCH DOES IT WEIGH?

Husqvarna cut an amazing 11 pounds off its already lightweight four-stroke motor of last year. Total engine weight is now 67

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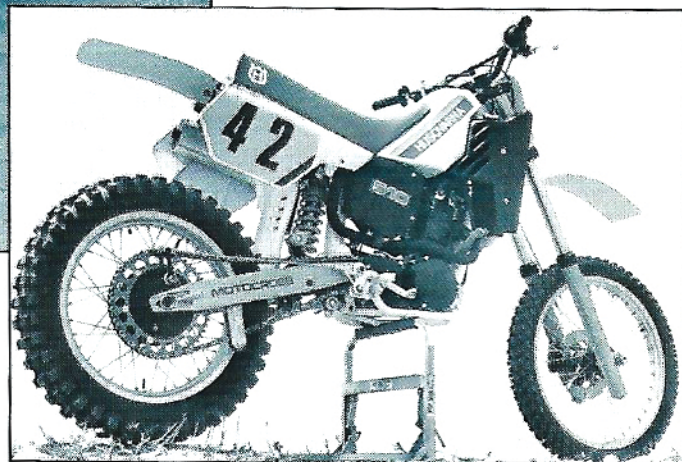
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QUESTION THREE: DOES IT START?

MXA had a hard time starting the Husky thumper. Life is easier if you follow their starting procedure of turning the idle screw in, choking, bringing it past TDC, and kicking away.



Overall starting rating: Poor. No matter how you look at it, you don't have near as much trouble starting other bikes. Husky needs to update its kickstart-lever-operated automatic compression release. As it sits, it's bogus.

QUESTION FOUR: WHAT'S THE POWER LIKE?

For usable horsepower, Husqvarna is running down the right track. It pulls strong and way low off the bottom, runs through a punchy mid-range, and revs way out to a long top end. A big improvement over last year's mill (which only revved), plus it doesn't overheat and slow down—thanks to watercooling.

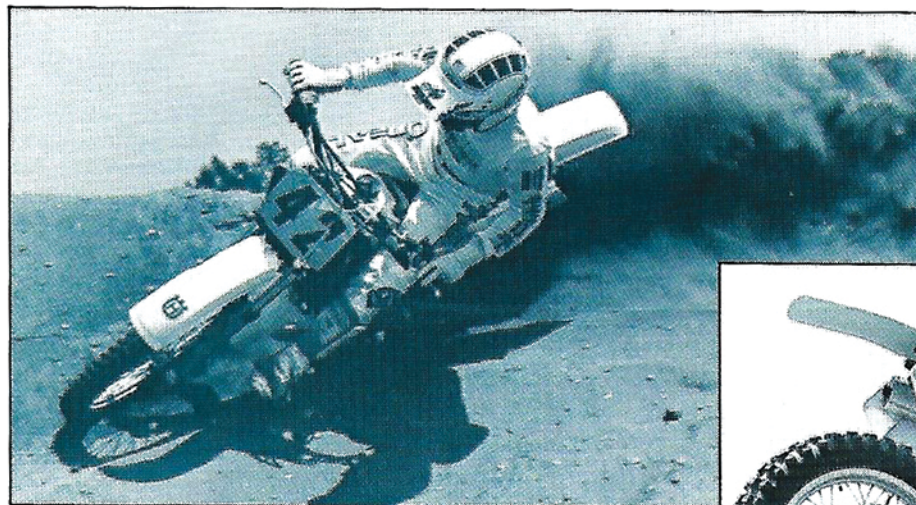
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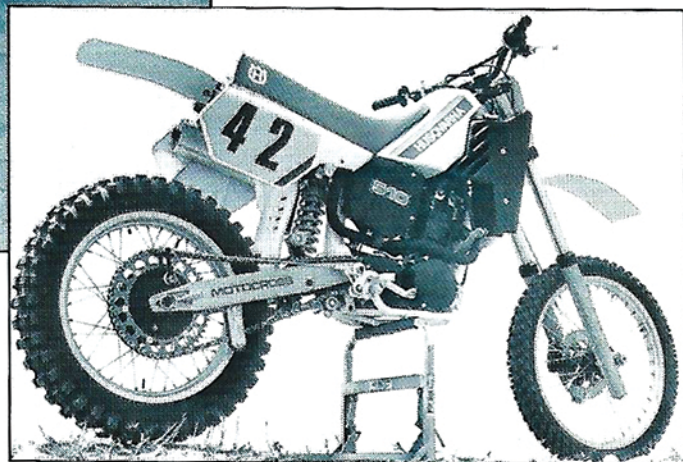
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SCOTT

HUSQVARNA

MOTO-X ACTION

42

MOTORCYCLES

HUSQVARNA

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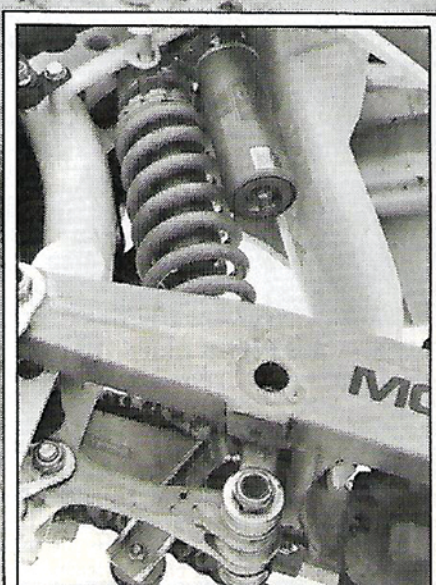
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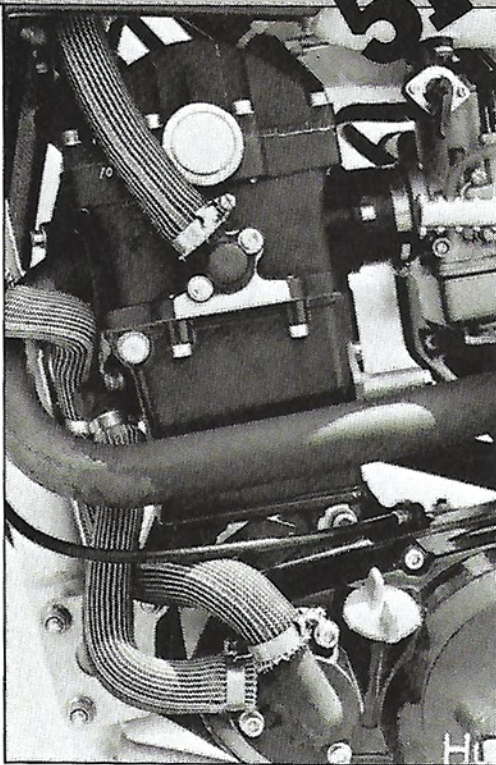
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HUSQVARNA

510



Simplified: By mating the four-stroke top end to a two-stroke lower end, Husky was able to do what Honda, Yamaha, KTM and Rotax have failed to do—build a light-weight four-banger.

moonlighter fix is ten-weight oil and 21-pound ATK springs with no preload.

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Not unless you keep a close eye on the airbox. Every single-shock Husky thumper we have tested has sucked dirt. The filter and airbox are too small and restrictive. Make sure you service it often and grease the sealing edges well. Frames, gear boxes, and miscellaneous quality-control difficulties

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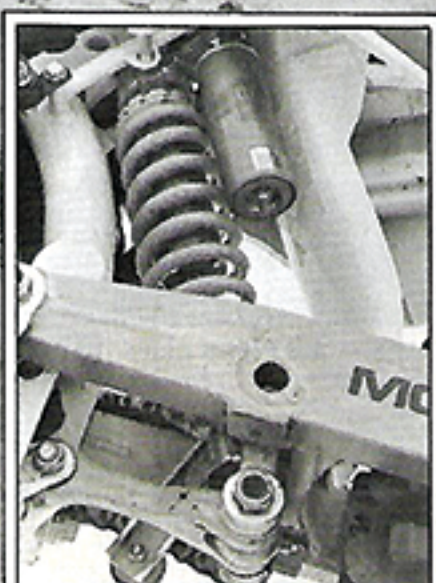
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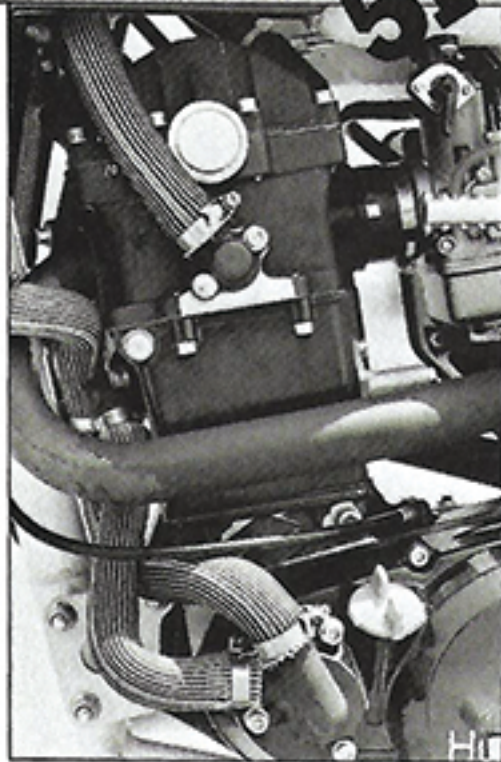
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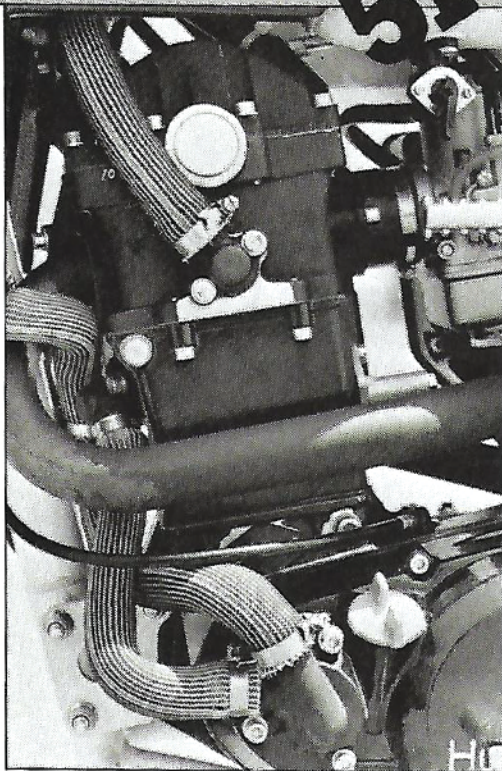
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