

Husqvarna TE511: the engine that pulls no punches

This is no toy. Horsepower is one thing the TE511 does not lack, if anything the problem is to keep the horses in check. This is why all design aspects of the machine have been studied and evaluated with one thing in mind: making the TE511 easier to ride. Like its almost twin stable mate, the TE449, the high power bike has also seen mechanical and engine changes. These are aimed at making the big brother of the Husqvarna 2012 range easier to ride and more appealing to different types of rider.

Aesthetically, it has the same updates black frame, anodised silver Excel hubs, and the new integrated in-mould graphics ...no more adhesives that peel off under the power wash. The tail section has been redesigned as a single-piece, sleeker and more robust, but the most important new features are the engine settings and the layout.

More reliable handling, lower profile.

The improvements made to the TE449 have been extended to the TE511. The oval steel tubing chassis has been strengthened with more 25CrMo4 chrome-moly steel, reinforcing the steering-head, seat rail rear support and engine mounting, with handling and manoeuvrability having been improved, especially due to changes in layout. Suspension is entrusted to Kayaba, front and rear, the latter with upside down shock linkage, which exploits mechanical progression without risking contact in extreme terrain. In general the shocks have better, more balanced settings. Now protected in the rear, the completely adjustable shock (compression high/low speeds, extension) is 4 mm shorter and has a softer setting for the first part of the ride. This allows a lower saddle height, while the more rigid fork setting ensures greater stability. To further lighten and simplify, the wiring of the electrical system has been redesigned with the transparent central section of the fuel tank being retained. When it comes to brakes, little needs to be said: the effectiveness of Brembo brakes is undisputed, with large diameter Braking discs (front 260 mm, rear 240 mm)

Engine power fully exploited

Overtaking, or tackling extreme terrain, the problem with bigger engine size bikes has always been controlling the throttle. Technicians, riders and test riders at Husqvarna have focused mainly on ease of handling, and the 2012 version of the TE511 has a new mapping for the Keihin injection (double flap 46 mm throttle body), developed specifically to make power supply from the single cylinder, four valve, twin cam engine more linear and progressive. Painstaking work, calibrating the



powerful engine response to every tiny turn of the throttle. The engine is the result of the recent project based on the innovative CTS concept - Coaxial Traction System – which puts the pinion of the final transmission coaxially in line with the swingarm pivot. This minimizes chain torque and its effects on rear suspension and therefore on handling. The influence of the CTS inspired design extends to the entire mechanical layout and frame, because the Husqvarna engine is so compact it can be positioned as far back as possible on the chassis – any further back would be impossible! The cylinder remains tilted forward (for a low centre of gravity) and the twin cam has particularly straight air intake lines, all optimising intake efficiency. The TE511's radiator is also new (WP), with a more efficient cooling circuit, and the light steel exhaust was developed specially in collaboration with Akrapovic, the Slovenian specialist. Yet another well established name that needs no presentation and once again demonstrates Husqvarna's philosophy of selecting only the best components.