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By Kevin Cameron



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Husqvarna TE630

Dual-sport adventurer

WHEN WE FIRST RODE THE 2011 TE630 in Italy (July, 2010), we knew that we wanted to add one to our long-term test fleet. The bike impressed us in stock form, but we had a totally different concept in mind for our evaluation: Make it a lightweight adventure-touring machine.

We figured that with its relatively low weight and powerful Single, the TE630 would run off-road circles around bikes like the BMW F800GS, Triumph Tiger 800XC, Kawasaki KLR650 and Honda XR650L yet perform quite well on the asphalt. A few bolt-on modifications were all it needed.

Husky's revisions to the TE for 2011 focused on making the bike more versatile on the road and off. The engine received updates that increased power by a claimed 20 percent, including more displacement (576 to 600cc), a revised cylinder head, larger throttle body (up from 42 to 45mm) and a new dual-can exhaust system. A 45mm Marzocchi fork, Sachs shock and 21-inch front and 18-in. rear wheels position the TE more toward the



"My TE630 is heavily accessorized as a midsize adventure bike. It has no trouble keeping up with big ADV bikes like GSs on the road and kicks their butts off-road. It's just a big dirtbike, so it goes through the rough stuff like nothing else out there and can still cruise the highway at 75 mph without a whimper."

—Chris Brown
Placentia, California

off-road side of the dual-sport spectrum, which is exactly what we were after.

Despite having the TE in our fleet for a year and a half, we put only 3150 miles on the odometer after a series of setbacks kept the bike on a workstand in the *Cycle World* garage instead of out on the trail. As documented in previous updates, these setbacks were more our fault than the bike's.

Still, we did get some high-quality seat time on several epic trips. To help us meet our nomadic goals, we went to the aftermarket. While support isn't nearly as extensive for the TE as it is for some of the more popular adventure-touring bikes previously mentioned, some savvy choices helped us meet our needs perfectly.

After sidelining the TE by punching a hole in the magneto cover on not one but two occasions, we finally learned our lesson. One of the first pieces we added

"The gearing is tall but still low enough for good off-road performance. The suspension is firm, but I prefer that to soft. It suits my size and riding style, which is based more on dirtbikes than DR/KLR-style dual-sports."

—Blake Norville
Parker, Colorado

to protect the engine and frame rails was a full-coverage aluminum skidplate (\$195) from Uptite Husqvarna (www.uptitehusq.com). A pair of Acerbis Rally II handguards (\$90) was also mandatory to keep our levers intact and protect our paws on the tight trails we explored in California's Sierra Mountains.

Our adventure aspirations required the ability to haul some gear while keeping the TE svelte, which jibed with the Touratec-made luggage rack (\$198) and tailbag (\$133) from Husqvarna's accessory catalog. Combining these with a light backpack, we had enough capacity for our personal belongings on a four-day, 800-mile adventure ride in Baja California, Mexico.

Speaking of that tour south of the border, the 630 proved to be the class of the field. While other participants tiptoed cautiously through mud, sand and whoops on heavier KTM Adventures and KLRs in the Sierra de San Pedro Mountains and on the Baja 1000 race course, the TE may as well have been a

SPECIFICATIONS

Price as tested (2011)	\$8999
Current NADA value (not inc. options)	\$7465
Warranty	12 mo./unlimited mi.
Engine	liquid-cooled, four-stroke Single
Bore & stroke	100.0 x 76.4mm
Displacement	600cc
Valve train	dohc, four valves per cylinder
Fuel injection	45mm throttle bodies
Weight: Tank empty	331 lb.
Tank full	351 lb.
Fuel capacity	3.2 gal.
Wheelbase	58.5 in.
Rake/trail	30°/4.53 in.
Total miles	3150
Miles since last report	395
Average fuel mileage	44 mpg
Repair costs	\$260.99
Maintenance costs (incl. tires)	\$1340

"works" racer by comparison. The big Single also proved to be a great dual-sport bike, as the incredibly tight, twisty and fun paved road up the mountain to our overnight accommodations at Rancho Meling in the *Parque Natural Sierra de San Pedro Martin* proved.

For sure, the single biggest key to the TE630's versatility and performance

over the course of our test was tires. We tried multiple sets, including the stock Metzeler MCE Karoos, Michelin Desert TT Rallys (\$238) and Dunlop Rally Raids (\$507). But the best combination was a mismatched Pirelli MT 21 Rallycross (\$70) front and Dunlop D606 (\$89) rear, which provided really good off-road traction but also proved to have excellent on-road grip and stability, too.

Unfortunately, right as we were hitting our stride with the TE, Husqvarna asked for its bike back. So, not only did we fail to accumulate as many miles as we would have liked, we were unable to try some aftermarket solutions that we had our eyes on, including a larger-capacity fuel tank and tall windscreen.

Over the duration of the test, the TE proved reliable and never suffered a failure that wasn't inflicted on it by us while also providing a great platform for our vision of a lightweight adventure-tourer. We were disappointed to learn that the 630 was discontinued for the 2012 model year; it filled a void that is now occupied by only the KTM 690 Enduro. Perhaps Husky will produce the Concept Baja. We'd like to take another swing at building a lightweight adventure bike. □

Modifications included the beautiful LeoVince X3 (\$1169) exhaust system featuring a titanium header, mid-pipe and c-f-capped silencer (top and middle); the fit, finish and performance were exceptional. A Touratec-made, subframe-mounted tail rack (\$198) from Husky's accessory catalog allowed various bags and/or gear to be mounted for extended rides. Uptite Husqvarna's skidplate would have saved us some coin if we had mounted it prior to punching a hole in the magneto cover on two separate occasions.

