



### Husqvarna TC449: a different style

Running with the herd can be comforting but breaking out in new directions is more stimulating and fun. Husqvarna has always made its own road, innovating with new projects like the TC449 which break away from tradition and the banal. To distinguish yourself where performance alone is not enough and evoke passion in those who know that – in competition too – you need a certain style. Because when it comes to big machines, innovating does not mean raw power... but how to handle it. The new TC449 explores beyond the horizon, perfecting the concepts introduced last year: tank below the seat to improve the centre of gravity, airbox high in the frame to take in fresh and clean air, and above all, the swing arm pivot coaxial with the gear box output shaft, reducing almost to zero the effects of chain drag. If eye candy doesn't affect the stopwatch, it's still a pleasure to know your bike is no ugly duckling. When biking is your true passion the goal is not the world championship, but the podium of your emotions. In the words of a master: which motocross bike did Steve McQueen ride? Husqvarna!

### Extreme innovation

Massive horsepower needs careful handling. Best to let off steam on the track. Traction and manoeuvrability: these are the objectives of the TC449 and its revolutionary mechanical design. The tank has moved below the seat with the fuel cap to the rear and the air filter box is located directly behind the headstock, making the bike more balanced and a different shape, definitely more user friendly. The bodywork has integrated graphics (InMould technology) enhancing design and function, finally resolving the problem of adhesives that peel off under the power wash. Moreover, the graphic design on the new TC449 has been completely revised, and the aesthetic makeover extends to the frame, which is now black and the rims, now anodized silver.

The frame has also been changed at the steering-head area, reinforced with chrome-moly 25CrMo4 steel plates. The rear seat rail and engine supports have also been similarly strengthened. Given the improved rigidity of the frame, the preload of the Kayaba suspension was



reset: the fork has a harder setting and the monoshock damps more slowly. It is softer at the start of the stroke, and has a new progressive spring.

To lighten and simplify the electrical system, the 2012 Husqvarna TC449 has had the entire wiring completely redesigned.

#### Engine: ignition to the future.

The ultra-modern twin cam four valve engine is fed by a Keihin electronic injection (46 mm throttle body), but that is not what is so special about it. The air intake path is much more linear than other bikes in the category, and allows impressive performance to be achieved easily. The dry sump crank-case utilises two lubrication pumps, intake and outlet; the sophistication of the engine can also be seen in the choice of bore/stroke ratio: 98 X 59.6 mm. It was decided to equip the TC449 with electric start, because anyone, even a champion, can lose precious seconds kick starting after a simple slide. Evolution never looks back, and even the modern mechanical design has been improved on the new 2012 TC449.

The radiators have been upgraded to improve the cooling efficiency, and the filter box breathes better thanks to a higher volume air intake. Engine performance has been raised by adjusting the valve timing and revising the two mappings for ignition/injection (now also selectable with the engine running). Mid range torque has been improved with a new intake manifold.

These changes do not affect the bike's reliability. On the contrary, the 2012 version engine undoubtedly has a more durable crankshaft, with galvanizing and high-resistance DLC treatments of the piston rod and rod bearing.