

### WR250: an affordable classic

The latest version of the Husqvarna WR250 benefits from the same updates common to the 2012 range: chassis painted black, anodised silver Excel hubs and redesigned graphics. Because after many years of honourable service and continuous development, culminating in the adoption in the previous version of the Kayaba fork and the new Ducati Energy ignition, the WR250 has reached a level of efficiency and reliability such that no further changes were deemed necessary. Outstanding performance, exceptional reliability coupled with affordability. This 250 cc has all the winning traits, including the joy of off-road on a small budget. The advantages of a big two-stroke engine!

### Black chassis

The single piece chrome-moly steel alloy chassis of the WR250 2012 version is now black as opposed to white, but the technical features remain unchanged. The light alloy swingarm is attached to the Sachs monoshock by progressive linkage, while the front suspension has the same Kayaba forks, fully hydraulically adjustable, as used on other Husqvarna enduro racing models. The brakes are Brembo, large diameter (260 mm) daisy wheel discs. Braking in the front, controlled by twin piston floating calipers, while in the rear only the WR250 comes fitted with a solid disc, without apertures, often preferred by professional riders for greater control and life expectancy of brake pads, especially over muddy terrain.

### The two-stroke 250 cc school of thought

Two-stroke engines typically have a less linear power delivery than big four stroke single cylinder engines, but they can deliver emotions that for many fans are found nowhere else. Husqvarna technicians, after many years of continuous development, have transformed aggressiveness into effectiveness. This is thanks to fine tuning of the thermodynamics, the cylinder, exhaust expansion chamber, and the adoption as standard issue of the parts specially tested by the CH racing team. The Mikuni TMX38 carburettor, V-Force reed valve, Ducati Energy digital ignition, calibration of the exhaust valve and the drive shaft with the right compromise between inertia and reactivity.

The work in progress is an evolution that aims to make the WR250 engine perfectly balanced between easy control and explosive performance, much appreciated in the more extreme enduro trials, where only five gears are needed to tackle every terrain. The advantage of the two-stroke's lightness and manoeuvrability.