

Husqvarna TE250: world beater

To win a world championship is one thing, and no small feat, but to stay on top is more difficult. Meo's victory in 2010, the rising star of Seistola and recent wins by Salminen confirm the talent of these top class riders and the quality of the Husqvarna TE250. A well-designed bike that gets better season after season, thanks to the work of the Husqvarna racing team and R&D technicians. For example? The new 2012 model TE250 guarantees better performance, both in terms of mechanics and engine output. There is a new Kayaba rear monoshock to match the forks, and a redesigned exhaust to boost the performance of the compact engine.

Front and rear suspension now Kayaba

Along with the 48 mm forks, the rear monoshock is now also by Kayaba, externally adjustable for low/high speeds in compression and rebound. The setting of the fork has been completely redesigned to match the new shock, with new springs and internal settings.

As with all Husqvarna 2012 versions, the steel chassis – a mixture of round, oval and rectangular tubing – is painted black, and has been reinforced at the steering head area with 25CrMo4 chrome-moly steel plates to improve structural rigidity. The Excel hubs are anodised silver, and the new graphics are in-mould, integrated to the plastic structure, making them impervious to repeated power washes. Handlebar has also new clamps.

Engine: lightest in its class.

The 2012 model Husqvarna TE250 single cylinder, twin cam, 4 valve titanium engine, in addition to clocking up numerous victories at the WEC – the top international championship – maintains its unbeaten record lightness: at 22 kg it is the lightest 250 cc enduro engine on the market. The 2012 version now has a completely redesigned exhaust system, boosting maximum performance. The compact engine is the result of resolute design, without compromise, immediately noticeable at first glance for its small size and sophisticated mechanics. All peripherals were developed specially for this engine: the Mikuni fuel injection that feeds the cylinder head through a 42 mm throttle body, the electric starting backed up by the classic kickstarter .

To ensure optimum reliability even on the slowest and most demanding circuits, the cooling system now has a thermostat and electric fan. A double mapping configuration of the control panel is now provided (soft/hard), controlled by a switch on the handlebars.



The wet sump crankcase houses a 6 speed gearbox, and the clutch is hydraulically controlled.
More than this...what can you ask for?