

TE310: the winning choice of Antoine Meo

A choice of weapon you wouldn't expect, and the one chosen by Antoine Meo. The French champion chose the Husqvarna TE310 to contest the E2 enduro category, against competitors racing with significantly more powerful engines (up to 450 cc). A courageous choice that is already becoming racing legend, and explained by the effectiveness of a rare balance of performance, weight and manoeuvrability. Just as suitable for the passionate amateur racer in challenges among friends, as it is for the wily and determined Husqvarna team champion. This is not a machete, but a sharpened razor blade that will cut the tape at every finishing line – at a more accessible price than the higher cc models, despite major updates such as the new Kayaba shock and completely redesigned exhaust system.

The classic allure of black

The compact frame, a mixture of round, oval and rectangular tubing, was already modified in last year's model, and has been fine-tuned to further improve strength and rigidity, with plates of 25CrMo4 chrome-moly steel added to the steering-head area. This important change is emphasized by the new black colouring, the anodised silver Excel hubs, and the new graphics that are common across the Husqvarna 2012 range. Also the handlebar's clamps are new.

To improve stability and manoeuvrability the TE310 has a new rear Kayaba shock, adjustable for both high and low speeds in both compression and rebound and a more rigid setting for the Kayaba 48 mm fork.

The Brembo braking system has large diameter Braking discs (front 260 mm), controlled by compact twin piston floating calipers (front), and single piston in the rear.



The best of all worlds

The engine is directly derived from the little beauty developed for the TE250 – the lightest in its category at just 22 kg! But its compactness now has greater torque and power with an increase in cylinder capacity to 302.4 cc (bore and stroke 82 x 57.35 mm), and a specially new developed exhaust system to further improve performance of the 2012 version TE310. The basic design is unchanged: single cylinder, twin cam, with 4 titanium valves, Mikuni electronic injection with 45 mm throttle body and double CDI mapping, selectable by a switch on the handlebars. A practical system for changing engine performance to match the terrain and running conditions, selecting between "hard" for top performance, and a "soft" setting for less aggressive power delivery. Reliability is ensured by the new cooling system, with a thermostat and electric fan to prevent overheating in the tougher and slower trials.