Husqvarna Motorcycles Model Year 2013.
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1. Husqvarna Motorcycles – innovation, tradition, racing.

Husqvarna Motorcycles, an international manufacturer of motorcycles for competition, off-road and on-road use, was originally founded in Sweden and has been part of the BMW Group since 2007. A motorcycle brand with Scandinavian roots, Husqvarna can look back on more than a century of building motorcycles, making it the world’s oldest motorcycle manufacturer with an uninterrupted production history.

Based in Cassinetta di Biandronno in the north Italian province
of Varese, the company’s flair for technical innovation has received
a lasting and dynamic boost from the alliance between
Husqvarna Motorcycles and BMW Motorrad.

During its more than ten decades of existence, Husqvarna Motorcycles has chalked up some tremendous successes in international off-road racing events, with a total of 82 world championship titles to date.

Furthermore, the introduction of the Husqvarna Nuda 900 and
Husqvarna Nuda 900 R models signalled the brand’s return to the
street bike segment in 2011. Developed in partnership with
BMW Motorrad, these models, too, are distinguished by Husqvarna’s typically pure, sporty and dynamic design idiom. Most recently, prospects of additional expansion of the model range have been opened up by the prototype Husqvarna Concept MOAB, Husqvarna Concept Strada and Husqvarna Concept BAJA studies.

The model offensive that Husqvarna Motorcycles kicked off with the successful launch of its street bike models is now being smoothly extended to its traditional off-road sector with extremely dynamic results – not just technically speaking but in the sporting arena, too.

In fact, 2012 got off to a flying start with a stage win at the legendary Dakar Rally. This was followed up by a victory at the International Italian Motocross Championship 2012, triumphs at the German Cross Country Championship and Spanish Enduro Championship,
top ten finishes at the MX2 World Championship, race wins at the
Enduro World Championship and even a maiden victory on asphalt for the new Nuda 900 R, leaving no doubt as to the sporting clout of Husqvarna Motorcycles even at this early stage of the 2012 season.

With its sights already set on the year ahead, Husqvarna Motorcycles is now pursuing its major model offensive with the presentation of the new line-up of off-road models for 2013, comprising high-performance bikes designed for enduro and motocross racing as well as recreational use, which are more dynamic and technically advanced than ever.

2. The new Husqvarna TE 250 R
and TE 310 R.

By securing victory in the top two classes of the 2011 Enduro World Championship, Husqvarna Motorcycles once again gave a resounding demonstration of its remarkable sporting prowess in this particular
off-road motorcycle racing discipline. Finn Juha Salminen took the E1 world title on his TE 250, while brand-mate Antoine Meo of France brought the world championship safely home for Husqvarna Motorcycles in the E2 class on his TE 310. Husqvarna also gave team motivation a further vital boost by taking the constructors’ title in both classes as well.

New cylinder head and fuel injection for even sharper performance.

For the 2013 model year (2012 race season), Husqvarna Motorcycles subjected both of its competition enduro machines to a thorough overhaul that centred on the liquid-cooled single-cylinder four-stroke engine. For instance, the design of the cylinder head with its steel valves was carefully refined to up power and torque delivery, while a new electronic fuel injection system from Keihin provides an even better throttle response and rideability.

Increased power and torque almost throughout the rev range.

Weighing a mere 23 kilograms, the powerful single-cylinder four-stroke engine linked to a six-speed transmission continues to be one of the lightest power unit in the competitive field. The power output and torque curves highlight the major advances made in terms of engine performance on both of the new competition enduro models. The additional “R” in the model names is a further indication of the notable power increase. Compared to their predecessors, there has been a substantial improvement in output and torque over the entire usable rev range on both the TE 250 R and the TE 310 R. Maximum output on the TE 310 R has been boosted by nearly 5 per cent and peak torque by around 8 per cent, while riders of the new TE 250 R will benefit from an increase of around 8 per cent in both figures. Apart from the redesigned cylinder head and the new fuel injection system, this extra power can also be attributed to the manifold’s new layout.

Proven chassis featuring selected top-class components.

Like all Husqvarna off-road models, the new TE 250 R and TE 310 R also employ a torsionally rigid steel frame consisting of round, oval and rectangular tubing. To improve structural rigidity, the frame is additionally reinforced around the steering head with 25CrMo4 chromoly steel plates.

The task of front wheel location is performed by an upside-down fork from Kayaba with 48-millimetre stanchion tubes and adjustable compression and rebound. And at the rear, a Kayaba central spring strut with linkage system handles wheel suspension and damping. Besides adjustment of the preload, the spring strut also allows compression and rebound to be set for varying speeds so that the set-up can be fine-tuned for specific route and rider requirements.

Equipment optimised for even greater everyday practicality.

The new TE 250 R and TE 310 R are supplied as standard with
street-homologated engine maps. For competition purposes, two further engine set-ups are available (as accessories) for power delivery that is either gentle and progressive or spontaneous and aggressive. A switch (accessory) on the left handlebar allows for quick and convenient selection of the various maps.

The new fuel injection system has done away with the need for the hot-start device fitted previously, and the new magnetic oil drain plug on the engine housing has been designed to catch metallic debris. A warning lamp for the fuel injection as well as a separate operating hours counter for the engine have been added to the dash. The switch clusters on the handlebars have also been modified with a view to further improving everyday practicality. The only button to be found on the right handlebar now is the one for operating the electric starter, while the switch cluster on the left has been made smaller and more compact. All switches and connectors are protected against the ingress of water.

The list of new features also includes a handlebar pad for effective protection of the rider in the event of a collision, as well as black handlebar grips that are already bonded to the handlebar to prevent any undesirable twisting. Redesigned rear-view mirrors afford an improved view of what’s going on behind. All new models, furthermore, come with more durable decals on the rear bodywork as well as new in-mould graphics on the sides. The ignition switch has been completely eliminated on the new models as well. Reinforced, more robust radiators have been fitted to better cope with the demands of riding in tough off-road terrain, while a capacitor enables the engine to operate even if the battery develops a fault.

For the North American market, the new TE 310 R also comes with
DOT-approved, street-legal tyres and specially equipped with competition tyres and an activated charcoal filter system that has been repositioned on the side of the engine in accordance with homologation requirements.

3. The new Husqvarna TXC 250 R
and TXC 310 R.

Husqvarna Motorcycles offers the TXC 250 R and TXC 310 R models that have been purpose-designed for the specific demands of cross-country racing especially for the North American market. Unlike the competition enduro bikes, these machines are not homologated for road use. This means they are able to dispense with lighting and instrumentation, which translates into a weight saving of some 4 kilograms compared to the competition
enduro models.

Performance enhanced by new cylinder head and fuel injection.

For the 2013 season, Husqvarna Motorcycles has given the
two cross-country enduro models a comprehensive overhaul too, particularly their liquid-cooled single-cylinder four-stroke engine. Like both of the new competition enduro machines, the cylinder head on the TXC 250 R and
TXC 310 R was also redesigned with the aim of further increasing power and torque delivery. Throttle response and rideability have again been improved by the new electronic fuel injection system from Keihin.

Increase in power and torque throughout the rev range.

With a weight of just 22 kilograms, Husqvarna Motorcycles continues
to produce one of the lightest power units in the competitive field in the
form of the powerful single-cylinder four-stroke engine partnered coupled
to a six-speed transmission. The engine performance of the two new
cross-country enduro bikes has been considerably enhanced, as the power output and torque curves clearly illustrate. Compared to their predecessors, output and torque have received a major boost over the entire usable rev range on both the TXC 250 R and the TXC 310 R. The additional “R” in the model names is a further indication of the notable power increase. The new TXC 310 R benefits from nearly 5 per cent more maximum output and an increase in peak torque of around 8 per cent, while maximum output and torque on the new TXC 250 R have both been upped by approximately
8 per cent. The additional power and torque are primarily a result of the redesigned cylinder head, the new fuel injection system as well as the exhaust manifold’s new layout.

Specially tuned chassis with selected top-class components.

The chassis on the new TXC 250 R and TXC 310 R models is built around a torsionally rigid steel frame consisting of round, oval and rectangular tubing, as it is on all Husqvarna off-road models. For even greater structural rigidity, the frame is additionally reinforced around the steering head with 25CrMo4 chromoly steel plates.

At the front, an upside-down fork from Kayaba with 48-millimetre stanchion tubes and adjustable compression and rebound handles the tasks of wheel location. As on the TC 250, this fork features closed-cartridge damping, as opposed to the open-cartridge system on the TE 250 R/ TE 310 R. A Kayaba central spring strut with linkage system is responsible for wheel suspension and damping at the rear. To allow the set-up to be fine-tuned for specific route requirements, not only can the spring strut’s preload be varied but its compression and rebound can also be adjusted for varying speeds.

The suspension and damping tuning on the TXC 250 R and TXC 310 R differs from the TE 250 R and TE 310 R competition enduro models as it
has been geared specifically to cross-country racing. To optimise grip and traction, they also leave the factory with competition tyres sized at 80/100-21" at the front and 110/100-18" at the rear.

Extended equipment for the rigours of cross-country.

Two different engine maps (accessory) cater to the requirements of competitive racing by making power delivery either extra-progressive or more direct and aggressive. The rider is able to toggle between both maps using the switch cluster (accessory) on the left handlebar.

To make the bikes even more competitive, the previous hot-start device has been dispensed with following the introduction of the new fuel injection system. The engine housing has been fitted with a new magnetic oil drain plug for catching metallic debris.

An additional warning lamp for the fuel injection has been installed on the upper fork crown where it can be clearly seen by the rider. The modified switch clusters on the handlebars offer even greater everyday practicality. The right handlebar now accommodates only the button for operating the electric starter, while the switch cluster on the left is now smaller and more compact in design as well. The switches and connectors are protected against the ingress of water.

The handlebar pad for effective protection of the rider in the event of a collision is a new equipment feature. Black grips that are already bonded to the handlebar prevent any undesirable twisting.

Further functional enhancements on the new 2013 models include the new decals, which have now been made more durable for operation in rough terrain. The radiators have also been reinforced to give it the extra robustness required for the strains of cross-country racing.

4. The new Husqvarna TC 250 R.

Husqvarna Motorcycles is also offering a highly competitive machine to race in the motocross MX2 class in the form of the 2013 model TC 250 R. Drawing on the brand’s MX2 World Championship experience, the development engineers at Husqvarna Motorcycles succeeded in incorporating a raft of technical improvements into series production to give the TC 250 R even more punch. Just as on the enduro and cross-country models, the advances to the engine are documented by the “R” tagged onto the model name.

High-tech four-stroke single-cylinder for optimum MX2 performance.

With a weight of 22 kilograms signalling class-leading lightness, the
four-stroke engine already underwent an overhaul for 2012 to give it even greater rideability and durability than its predecessor. Featuring twin overhead camshafts and speed-resistant valve operation using finger followers and four lightweight titanium valves, the power unit boasts all the right credentials for high peak power and ideal torque build-up. In addition to these performance-enhancing engine components, there is also an electronic fuel injection system from Keihin with a throttle valve diameter of 42 millimetres mated to a Kokusan generator to optimise mixture preparation, combustion and, as a result, power output. Even the layout of the exhaust manifold has been changed in the interests of optimum engine performance. Again, the substantial increase in power is reflected by the addition of an “R” to the model name and for 2013, further enhancements to the engine include added crankshaft rigidity and a magnetic drain plug.

Elaborately engineered motocross chassis that can truly take the rough with the smooth.

The new TC 250 R is built around a black steel frame in a high-quality powder-coated finish made from tubes with varying cross-sections. To maximise torsional rigidity, the frame is reinforced with 25CrMo4 chromoly steel plates in the section around the steering head. The task of front wheel suspension and damping is performed by a top-class Kayaba upside-down fork with 48-millimetre stanchion tubes and closed-cartridge shock. This fork stands out for its supple response as well as the adjustability of the shock compression and rebound. At the rear, the new TC 250 R employs a
Kayaba central spring strut with linkage system for suspension and damping. Here again, the spring preload can be adjusted, while the shock enables compression and rebound to be set for several speeds, enabling riders of varying abilities and sizes to obtain an optimum set-up and traction over both very bumpy and more undulating terrain.

Equipment customised for tough racing.

Two different engine maps (accessory) for distinctly progressive or very aggressive power delivery cater to the varying requirements of race tracks. The rider is able to select the two maps quickly and safely using the switch cluster (accessory) on the left handlebar.

With a view to further enhancing the bike’s race capabilities, the installation of the new fuel injection system made it possible to dispense with the hot-start device. The engine housing has been fitted with a new magnetic oil drain plug for catching metallic debris.

The handlebar pad that offers the rider effective protection in the event of a collision is another new equipment feature. The new black grips are already bonded to the handlebar to prevent any undesirable twisting. New, more durable decals are designed to cope with the rigours of motocross, as is the reinforced, extra robust radiator.

5. Further model-specific modifications for 2013.

The wealth of modifications incorporated into the
Husqvarna TE 250 R/ TE 310 R competition enduro and
TXC 250 R/ TXC 310 R cross-country enduro models as well as the
TC 250 R competition motocross machine benefit the rest of the models in the Husqvarna Motorcycles off-road range, too.

The remaining models all feature the new colour scheme for 2013, as well as higher-quality decals designed to better cope with the tough demands of riding off-road. Apart from new black grips that are already bonded to the handlebar to prevent twisting, every model is now also equipped with a handlebar pad to provide effective protection for the rider’s chest and head in case of a collision.

The TE 449 and TE 511 have been specially equipped with a redesigned and repositioned activated charcoal filter system for the North American market, as required for homologation purposes. It is located on the side of the engine where it is well protected in the event of a fall. In North America, the TE 449 and TE 511 are both shod with competition, yet DOT-approved, street-legal tyres as standard, too.

The rest of the new off-road models from Husqvarna Motorcycles, model year 2013:

Motocross

CR 125

TC 449

Enduro

WR 125 / 250 / 300

TE 449/ 511

Cross-country

TXC 511

6. Technical data.
Husqvarna CR 125.

|  |  |
| --- | --- |
|  | Husqvarna CR 125 |
| Engine |   |
| Type | 2-stroke single cylinder. |
| Bore / stroke | 54 mm x 54.5 mm (2.12 in x 2.14 in) |
| Displacement | 124.82 cc |
| Compression ratio | 8.8:1 |
| Mixture control / engine management | Carburettor, Reed valve / electronic engine management, variable advance. |
| Starting | Kick start. |
| Cooling | Liquid cooling. |
| Homologation | No homologation, USA: Red sticker. |
| Transmission |   |
| Clutch | Wet, multiplate type. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 50T (3.846) |
| Chassis / brakes |   |
| Frame | Steel single tube. Aluminium alloy rear subframe. |
| Front suspension | Kayaba upside-down telescopic closed cartridge fork; compression and rebound damping adjustment; ø 48 mm |
| Rear suspension | Sachs single hydraulic shock absorber; spring preload adjustment, rebound and compression damping adjustment. |
| Front suspension travel | 300 mm (11.8 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x19" |
| Tyres, front | 80/100 - 21" |
| Tyres, rear | 100/90 - 19" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Dimensions / weight |   |
| Wheelbase | 1.460 mm (57.48 in) |
| Seat height, unladen weight | 985 mm (38.78 in) |
| Ground clearance, unladen weight | 325 mm (12.79 in) |
| Trail | 111 mm (4.37 in) |
| Rake | 26.5° |
| Dry weight | 94 Kg (207.24 lb) |
| Fuel tank capacity | 7 l (US gallons: 1.85 - Imp. gallons 1.54) |

Husqvarna TC 250 R.

|  |  |
| --- | --- |
|  | Husqvarna TC 250 R |
| Engine |   |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 79 mm x 50.9 mm (3.11 in x 2 in) |
| Displacement | 249.5 cc |
| Compression ratio | 13.5:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Kick start. |
| Cooling | Liquid cooling. |
| Homologation | No homologation, USA: Red sticker. |
| Transmission |   |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 5-speed gearbox. |
| Final drive ratio | 13T / 50T (3.846) |
| Chassis / brakes |   |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic closed cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 1.85"x19" |
| Tyres, front | 80/100 - 21" |
| Tyres, rear | 100/90 - 19" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |   |
| Wheelbase | 1.460 mm (57.48 in) |
| Seat height, unladen weight | 985 mm (38.78 in) |
| Ground clearance, unladen weight | 325 mm (12.79 in) |
| Trail | 111 mm (4.37 in) |
| Rake | 26,5° |
| Dry weight | 101 Kg (222.67 lb) |
| Fuel tank capacity | 6.5 l (US gallons: 1.72 - Imp. gallons 1.43) |

Husqvarna TC 449.

|  |  |
| --- | --- |
|  | Husqvarna TC 449 |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 98 mm x 59.6 mm (3.86 in x 2.35 in) |
| Displacement | 449.6 cc |
| Compression ratio | 13:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric. |
| Cooling | Liquid cooling. |
| Homologation | No homologation, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 5-speed gearbox. |
| Final drive ratio | 15T / 53T (3.530) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic closed cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 300 mm (11.81 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x19" |
| Tyres, front | 80/100 - 21" |
| Tyres, rear | 110/90 - 19" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.490 mm (58.66 in) |
| Seat height, unladen weight | 963 mm (37.91 in) |
| Ground clearance, unladen weight | 335 mm (13.19 in) |
| Trail | 101 mm (3.98 in) |
| Rake | 25.8° |
| Dry weight | 108 Kg (238.1 lb) |
| Fuel tank capacity | 8 l (US gallons: 2.11 - Imp. gallons 1.76) |

Husqvarna TE 125.

|  |  |
| --- | --- |
|  | Husqvarna TE 125 |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, single overhead camshaft, wet sump lubrication. |
| Bore / stroke | 52 mm x 58.6 mm (2.05 in x 2.31 in) |
| Displacement | 124.45 cc |
| Compression ratio | 11.2:1 |
| Mixture control / engine management | Carburettor / digital engine management, inductive discharge ignition, with variable advance. |
| Starting | Electric. |
| Cooling | Liquid cooling. Radiator with thermostat and electric fan. |
| Homologation | Euro 3 |
| Transmission |  |
| Clutch | Wet, multiplate type. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 14T / 59T (4.214) |
| Chassis / brakes |  |
| Frame | Steel single tube. Steel rear subframe. |
| Front suspension | Upside-down telescopic fork; ø 40 mm. |
| Rear suspension | Progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment. |
| Front suspension travel | 260 mm (10.24 in) |
| Rear suspension travel | 290 mm (11.42 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 120/90 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, with hydraulic control and floating caliper. |
| Brake, rear | 220 mm (8.66 in) fixed disc, with hydraulic control and floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.450 mm (57.09 in) |
| Seat height, unladen weight | 930 mm (36.61 in) |
| Ground clearance, unladen weight | 305 mm (12.01 in) |
| Trail | 104 mm (4.09 in) |
| Rake | 26° |
| Dry weight | 117 Kg (257.94 lb) |
| Fuel tank capacity | 9.5 l (US gallons: 2.51 - Imp. gallons 2.09) |

Husqvarna TE 250 R.

|  |  |
| --- | --- |
|  | Husqvarna TE 250 R |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 79 mm x 50.9 mm (3.11 in x 2 in) |
| Displacement | 249.5 cc |
| Compression ratio | 13.5:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric and kick start. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3 |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 40T (3.076) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 120/90 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.470 mm (57.87 in) |
| Seat height, unladen weight | 950 mm (37.40 in) |
| Ground clearance, unladen weight | 290 mm (11.42 in) |
| Trail | 106 mm (4.17 in) |
| Rake | 26.5° |
| Dry weight | 109 Kg (240.3 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna TE 310 R.

|  |  |
| --- | --- |
|  | Husqvarna TE 310 R |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 82 mm x 57.35 mm (3.23 in x 2.26 in) |
| Displacement | 302.44 cc |
| Compression ratio | 13.1:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric and kick start. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, USA: Street Legal. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 40T (3.076) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 120/90 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.470 mm (57.87 in) |
| Seat height, unladen weight | 950 mm (37.40 in) |
| Ground clearance, unladen weight | 290 mm (11.42 in) |
| Trail | 106 mm (4.17 in) |
| Rake | 26.5° |
| Dry weight | 109 Kg (240.3 lb) - USA: 112 Kg (246.92 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna TE 449.

|  |  |
| --- | --- |
|  | Husqvarna TE 449 |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 98 mm x 59.6 mm (3.86 in x 2.35 in) |
| Displacement | 449.6 cc |
| Compression ratio | 12:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, USA: Street legal. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 15T / 51T (3.4) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 293 mm (11.53 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 140/80 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.490 mm (58.66 in) |
| Seat height, unladen weight | 952 mm (37.48 in) |
| Ground clearance, unladen weight | 333 mm (13.11 in) |
| Trail | 101 mm (3.98 in) |
| Rake | 25.8° |
| Dry weight | 113 Kg (249.12 lb) - USA: 116 Kg (255.74 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna TE 511.

|  |  |
| --- | --- |
|  | Husqvarna TE 511 |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 101 mm x 59.6 mm (3.98 in x 2.35 in) |
| Displacement | 477.5 cc |
| Compression ratio | 12:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 15T / 51T (3.4) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 293 mm (11.53 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 140/80 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.490 mm (58.66 in) |
| Seat height, unladen weight | 952 mm (37.48 in) |
| Ground clearance, unladen weight | 333 mm (13.11 in) |
| Trail | 101 mm (3.98 in) |
| Rake | 25.8° |
| Dry weight | 113 Kg (249.12 lb) - USA: 116 Kg (255.74 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna TXC 250 R.

|  |  |
| --- | --- |
|  | Husqvarna TXC 250 R |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 79 mm x 50.9 mm (3.11 in x 2 in) |
| Displacement | 249.5 cc |
| Compression ratio | 13.5:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric and kick start. |
| Cooling | Liquid cooling. |
| Homologation | No homologation, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 50T (3.846) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic closed cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 80/1000 - 21" |
| Tyres, rear | 110/100 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.470 mm (57.87 in) |
| Seat height, unladen weight | 950 mm (37.40 in) |
| Ground clearance, unladen weight | 290 mm (11.42 in) |
| Trail | 106 mm (4.17 in) |
| Rake | 26.5° |
| Dry weight | 105 Kg (231.49 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna TXC 310 R.

|  |  |
| --- | --- |
|  | Husqvarna TXC 310 R |
| Engine |  |
| Type | 4-stroke single cylinder, four valves per cylinder, two overhead camshafts, wet sump lubrication. |
| Bore / stroke | 82 mm x 57.35 mm (3.23 in x 2.26 in) |
| Displacement | 302.44 cc |
| Compression ratio | 13:1 |
| Mixture control / engine management | Electronic injection / digital engine management, capacitive discharge ignition, with variable advance. |
| Starting | Electric and kick start. |
| Cooling | Liquid cooling. |
| Homologation | No homologation, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type, hydraulic control. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 50T (3.846) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium rear subframe. |
| Front suspension | Kayaba upside-down telescopic closed cartridge fork; compression and rebound damping adjustment; ø 48 mm. |
| Rear suspension | Kayaba progressive "Soft Damp" type with single hydraulic shock absorber; spring preload adjustment, rebound damping adjustment, and compression damping adjustment for low-speed and high-speed. |
| Front suspension travel | 300 mm (11.81 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 80/1000 - 21" |
| Tyres, rear | 110/100 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type, with hydraulic control and double piston floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type, with hydraulic control and single piston floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.470 mm (57.87 in) |
| Seat height, unladen weight | 950 mm (37.40 in) |
| Ground clearance, unladen weight | 290 mm (11.42 in) |
| Trail | 106 mm (4.17 in) |
| Rake | 26.5° |
| Dry weight | 105 Kg (231.49 lb) |
| Fuel tank capacity | 8.5 l (US gallons: 2.25 - Imp. gallons 1.87) |

Husqvarna WR 125.

|  |  |
| --- | --- |
|  | Husqvarna WR 125 |
| Engine |  |
| Type | 2-stroke single cylinder. |
| Bore / stroke | 54 mm x 54.5 mm (2.12 in x 2.14 in) |
| Displacement | 124.82 cc |
| Compression ratio | 8.8:1 |
| Mixture control / engine management | Carburettor, Reed valve / electronic engine management, variable advance. |
| Starting | Kick start. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type. |
| Gearbox | Constant mesh 6-speed gearbox. |
| Final drive ratio | 13T / 50T (3.846) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium alloy rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm |
| Rear suspension | Sachs single hydraulic shock absorber; spring preload adjustment, rebound and compression damping adjustment. |
| Front suspension travel | 300 mm (11.8 in) |
| Rear suspension travel | 296 mm (11.6 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 120/90 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Brake, rear | 240 mm (9.45 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.465 mm (57.68 in) |
| Seat height, unladen weight | 975 mm (38.38 in) |
| Ground clearance, unladen weight | 325 mm (12.79 in) |
| Trail | 110 mm (4.33 in) |
| Rake | 26.5° |
| Dry weight | 98 Kg (216.05 lb) |
| Fuel tank capacity | 9.5 l (US gallons: 2.51 - Imp. gallons 2.09) |

Husqvarna WR 250.

|  |  |
| --- | --- |
|  | Husqvarna WR 250 |
| Engine |  |
| Type | 2-stroke single cylinder. |
| Bore / stroke | 66.4 mm x 72 mm (2.61 in x 2.83 in) |
| Displacement | 249.3 cc |
| Compression ratio | 8.4:1 |
| Mixture control / engine management | Carburettor, Reed valve / digital engine management, variable advance. |
| Starting | Kick start. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, USA: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type. |
| Gearbox | Constant mesh 5-speed gearbox. |
| Final drive ratio | 13T / 48T (3.692) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium alloy rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm |
| Rear suspension | Sachs single hydraulic shock absorber; spring preload adjustment, rebound and compression damping adjustment. |
| Front suspension travel | 300 mm (11.8 in) |
| Rear suspension travel | 305 mm (12 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 140/80 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Brake, rear | 220 mm (8.66 in) fixed disc, with hydraulic control and floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.485 mm (58.46 in) |
| Seat height, unladen weight | 985 mm (38.76 in) |
| Ground clearance, unladen weight | 345 mm (13.58 in) |
| Trail | 100 mm (3.93 in) |
| Rake | 27° |
| Dry weight | 104 Kg (229.28 lb) |
| Fuel tank capacity | 9.5 l (US gallons: 2.51 - Imp. gallons 2.09) |

Husqvarna WR 300.

|  |  |
| --- | --- |
|  | Husqvarna WR 300 |
| Engine |  |
| Type | 2-stroke single cylinder. |
| Bore / stroke | 72 mm x 72 mm (2.83 in x 2.83 in) |
| Displacement | 293.1 cc |
| Compression ratio | 6.9:1 |
| Mixture control / engine management | Carburettor, Reed valve / digital engine management, variable advance. |
| Starting | Kick start. |
| Cooling | Liquid cooling. |
| Homologation | Euro 3, Usa: Red sticker. |
| Transmission |  |
| Clutch | Wet, multiplate type. |
| Gearbox | Constant mesh 5-speed gearbox. |
| Final drive ratio | 13T / 48T (3.692) |
| Chassis / brakes |  |
| Frame | Steel single tube. Aluminium alloy rear subframe. |
| Front suspension | Kayaba upside-down telescopic open cartridge fork; compression and rebound damping adjustment; ø 48 mm |
| Rear suspension | Sachs single hydraulic shock absorber; spring preload adjustment, rebound and compression damping adjustment. |
| Front suspension travel | 300 mm (11.8 in) |
| Rear suspension travel | 305 mm (12 in) |
| Wheels | Aluminium alloy spoked wheels. |
| Rim, front | 1.60"x21" |
| Rim, rear | 2.15"x18" |
| Tyres, front | 90/90 - 21" |
| Tyres, rear | 140/80 - 18" |
| Brake, front | 260 mm (10.24 in) fixed disc, "Wave" type with hydraulic control and floating caliper. |
| Brake, rear | 220 mm (8.66 in) fixed disc, with hydraulic control and floating caliper. |
| Dimensions / weight |  |
| Wheelbase | 1.485 mm (58.46 in) |
| Seat height, unladen weight | 985 mm (38.76 in) |
| Ground clearance, unladen weight | 345 mm (13.58 in) |
| Trail | 100 mm (3.93 in) |
| Rake | 27° |
| Dry weight | 104 Kg (229.28 lb) |
| Fuel tank capacity | 9.5 l (US gallons: 2.51 - Imp. gallons 2.09) |