

MEDIA LAUNCH

MODEL RANGE OFFROAD 2014

ENDURO:

TE 125 | TE 250 | TE 300
FE 250 | FE 350 | FE 450 | FE 501

MOTOCROSS:

TC 85 | TC 125 | TC 250
FC 250 | FC 350 | FC 450

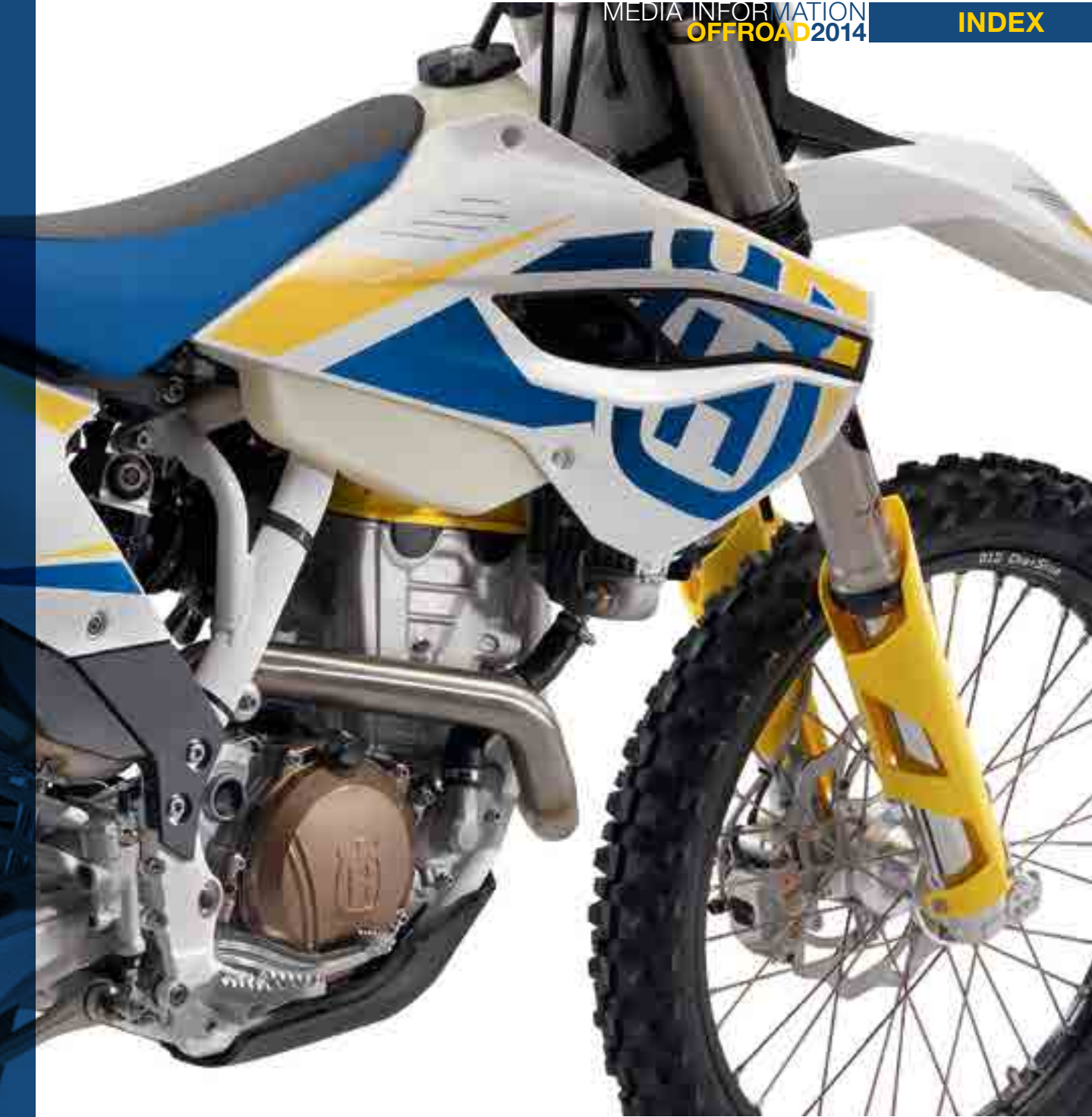


Husqvarna[®]
MOTORCYCLES



HUSQVARNA MODEL YEAR 2014

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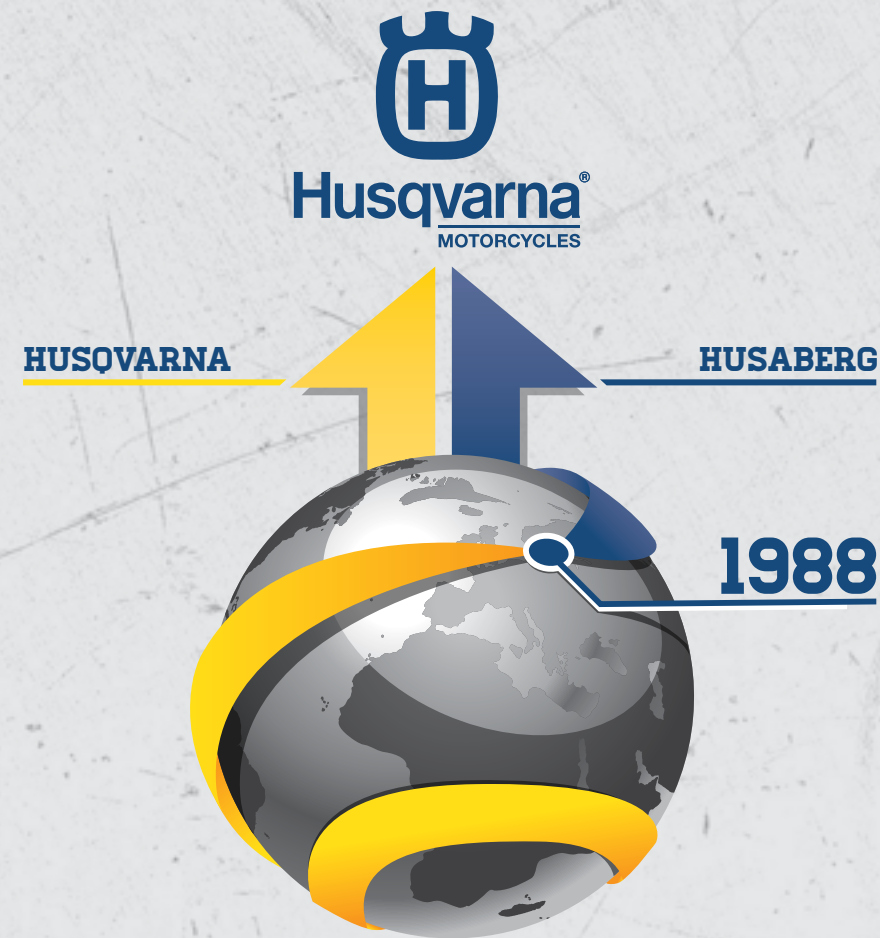
WHERE DO WE COME FROM?

In March 2013, Husqvarna entered the KTM family. Model Year 2014 marks a historic moment for Husqvarna, a return to its glorious origins, characterised by state-of-the-art technology and a blue, yellow and white colour scheme ...

Husqvarna is the original name of a town in southern Sweden, where a metalworking business was founded in 1689 to produce muskets for the Swedish Army. Production of motorcycles began in 1903, making Husqvarna one of the world's oldest motorcycle manufacturers with uninterrupted production. The first Husqvarna motorcycle completely developed and produced in Sweden was launched in 1918. As early as the 1920s and 1930s, Husqvarna motorcycles were being built for the road, but were also entered for prestigious racing events such as the Tourist Trophy. Its commitment to international competitions made Husqvarna famous throughout Europe.

In the post-World War 2 years the Husqvarna motorcycle range was limited to lightweight two-stroke models, which, in modified form, were also used in the offroad sports that were becoming popular in the mid-1950s.

In the years that followed numerous competition machines with two and four-stroke engines were developed; and between 1960 and 1963 the first five Motocross World Championship titles were won in the 500cc and 250cc classes. Among the high-profile Husqvarna riders in the successful era of the 1960s and 1970s were Torsten Hallman, Malcolm Smith and Hollywood film actor Steve McQueen. Racing continued throughout the '80s and saw Gualtiero Brissoni win the European Enduro Championship for the first time for Husqvarna in 1982 in the 250cc class, followed by authentic Swedish heroes like Sven Erik Jonsson and Thomas Gustavsson. In 1983 Husqvarna marked yet another milestone with its 500 4-stroke model. The exceptionally light and easy-handling offroadster with all-round lubrication and air cooling became the forerunner of a generation of four-stroke motorcycles for offroad use. By 1977 the entire Husqvarna business had already become part of Sweden's Electrolux Group. Then, in 1987, the Husqvarna motorcycle division was sold to the Cagiva MV Agusta Group and the company headquarters and production transferred to Varese in Italy. In 2007, Husqvarna Motorcycles was acquired by the BMW Group.



WHAT BELONGED TOGETHER, BELONGS TOGETHER!

After 25 years of independence, 2013 marks the date in which Husaberg returns to Husqvarna and forms the "new" Husqvarna – excellent bikes with a unique story. A mixture of tradition, history, style and racing.

A quarter of a century is how long Husqvarna and Husaberg followed separate paths. Based at opposite ends of Europe, the two brands were to trade paint on the most demanding offroad courses around the world, as well as in the marketplace.

On the one hand Husqvarna, with its centennial history, backed by enthusiastic Italian flair and sporting knowhow, went on to claim over 60 World titles between motocross, enduro and supermoto.

On the other hand, Husaberg spawned from Husqvarna and

followed a path of growing commercial success, backed by considerable sporting triumphs, with 20 titles and countless victories. Husaberg brings back to Husqvarna much more than just technical know-how. As a young, strong and dependable brand, Husaberg's innovative approach to product development has been matched only by its reputation for reliability and clear understanding of its consumers needs.

In recent years Husaberg grew to almost match Husqvarna. Now, the two once competing brands come together. The Swedish origins of Husqvarna and Husaberg are to be reunited and based in Mattighofen, Austria, under the watchful eye of one of the most successful motorcycle manufacturers the world has ever seen.





CORE VALUES

TRADITION

APPROVED /
CLASSIC TECHNIQUE
HEROES
SINCE 1903



SWEDEN

NATURE
SWEDISH ROOTS
SWEDISH RACING TEAM



RACING

RACING PRODUCTS
FACTORY RACE BIKE



PREMIUM

COMPONENTS
WEAR
TECHNOLOGY



SINCE 1903



110 YEARS OFFROAD

Husqvarna is **one of the oldest motorcycle manufacturers in the world – pioneers of the motocross segment.** The combination of tradition, a **110-year company history, added to** state-of-the-art technology and devotion to detail offer a very special brand experience. **The offroad brand with the most fascinating history, coupled with style and technical details.** This makes Husqvarna one of the most serious contenders in the offroad market.

Husqvarna today is in the privileged position of being able to take advantage of one of the most technologically advanced manufacturing hubs in the motorcycle industry. The Mattighofen area is home to several companies that belong to the largest and most important motorcycle manufacturer in Europe. High-tech manufacturing facilities find their place alongside cutting-edge research and development centres. The highly automated production methods of group company WP ensure that frames, radiators, suspension and exhausts are produced to the highest quality standards. Two efficient and flexible engine assembly lines in Munderfing cater for all displacements and engine types, and follow just-in-time production processes, with tested engines being delivered on a daily basis to the main production facility in nearby Mattighofen, where four assembly lines pump out hundreds of motorcycles a day to exacting standards.

Husqvarna's revamped model strategy is focused on offroad, with over a dozen high-tech, class-leading motorcycles to tackle the enduro and motocross segments head-on. The competitive range of 2-stroke and 4-stroke enduro bikes are present in every category, from the light and super-agile TE 125 2-stroke to the full-on power of the FE 501 4-stroke. As pioneers of motocross, Model Year 2014 reflects Husqvarna's intentions of returning to the top of the category, with a vast selection of displacements and engine types ranging from the light and agile 85cc 2-stroke to the super-power of the TC 450. Sharp and modern bodywork is wrapped tightly around high-tech engines and chassis, while the white, yellow and blue colours highlight the amazing attributes of the MY 2014 Husqvarnas.

The push for success means that no stone will be left unturned, and for 2014 Husqvarna will be back in the main offroad competitions of the world. Factory teams in both the MX1 and MX2 categories, as well as the World Enduro Championship, are to carry the 110 years of Husqvarna heritage to the pinnacle of offroad motorsport.



MODEL RANGE **ENDURO** 2014



TE 125

PAGE 20

The perfect bike for young riders who want to discover the world of enduro competition. Maximum fun with minimum effort.



TE 250

PAGE 22

The bike for all purposes. To be on the podium in the E2 class, or first at the bar-stop when riding with friends.



TE 300

PAGE 24

Maximum power and light weight. Extreme enduro is the perfect environment for the TE300.



FE 250

PAGE 26

A formidable race machine. One of the finest enduro bikes with a powerful 250 cc engine.



FE 350

PAGE 30

The ideal combination of maximum performance and light and agile handling.



FE 450

PAGE 32

The robust engine reliably delivers maximum performance. The chassis guarantees extreme precision and agility.



FE 501

PAGE 32

The pinnacle of enduro in terms of power and torque characteristics.



TC 85

PAGE 44

A class leading engine with the most advanced 2-stroke technology.



TC 125

PAGE 46

To bring young riders into racing at the highest level.



TC 250

PAGE 47

An incredible power-to-weight ratio for unbeatable handling.



FC 250

PAGE 48

The new contender of the MX2 category. Class-leading performance with lightweight agility.



FC 350

PAGE 52

The perfect mix between 250 agility and 450 power.



FC 450

PAGE 54

Raw performance at the pinnacle of motorsport. One of the most advanced motocross bikes on the market.

MODEL RANGE **MOTOCROSS** 2014



The 2014 Husqvarna enduro models offer cutting-edge technology and top performance combined with reliability and striking styling. Husqvarna offers a competitive range of two-stroke enduro (TE) and four-stroke enduro (FE) motorcycles in every category, from the light and super-agile TE 125 2-stroke to the amazing power of the FE 501 4-stroke.

MODEL RANGE ENDURO 2014

ENDURO:
TE 125 | TE 250 | TE 300
FE 250 | FE 350 | FE 450 | FE 501



ENDURO COMPETITION

HIGHLIGHT FEATURES:

- High-tech polyamide rear subframe on all models incorporates all electronics and the airbox
- Class-leading performance
- Advanced WP 4CS closed cartridge front fork
- CNC-machined triple clamp
- Cutting-edge chassis and engine technology
- Stable and versatile WP DCC (Dual Compression Control) rear shock and linkage on all models
- Frame design for light weight and torsional rigidity
- Cast aluminium swingarm for complete control and stability in all conditions
- Complete range of competitive 2-stroke and 4-stroke engines
- Electric start on all models except TE 125 2-stroke
- Quality construction and reliability
- Stylish, sharp and modern bodywork
- Return to traditional white, yellow and blue graphics
- Perfect ergonomics for a wide variety of body sizes and rider abilities
- Quality components as standard equipment
- Wide selection of power and displacements with 7 different models in all categories



CHASSIS

FRAME

Enduro riding requires maximum feedback from the bike in rough terrain, on rocks and in slippery conditions. Precisely engineered flex in the frame can greatly improve rider confidence, allowing for increased speed and improved times.

The lightweight chromium molybdenum frame, with precise longitudinal flex that helps absorb impacts from the rear wheel, works together with the suspension and gives the rider greater feedback. The torsional rigidity has been calibrated to maximise sharp handling, with a lightning fast turn-in and exceptional stability even on the roughest special tests.

Slight variations in geometry and stiffness in key areas tailor the behaviour of the bike to the varying engine characteristics and outputs.

- Calibrated flex and torsional rigidity → maximum rider confidence and performance
- Lightweight construction → easy handling with less effort
- Torsional rigidity → sharp handling and exceptional stability
- Chassis manufactured by WP with advanced production process → superior quality and performance

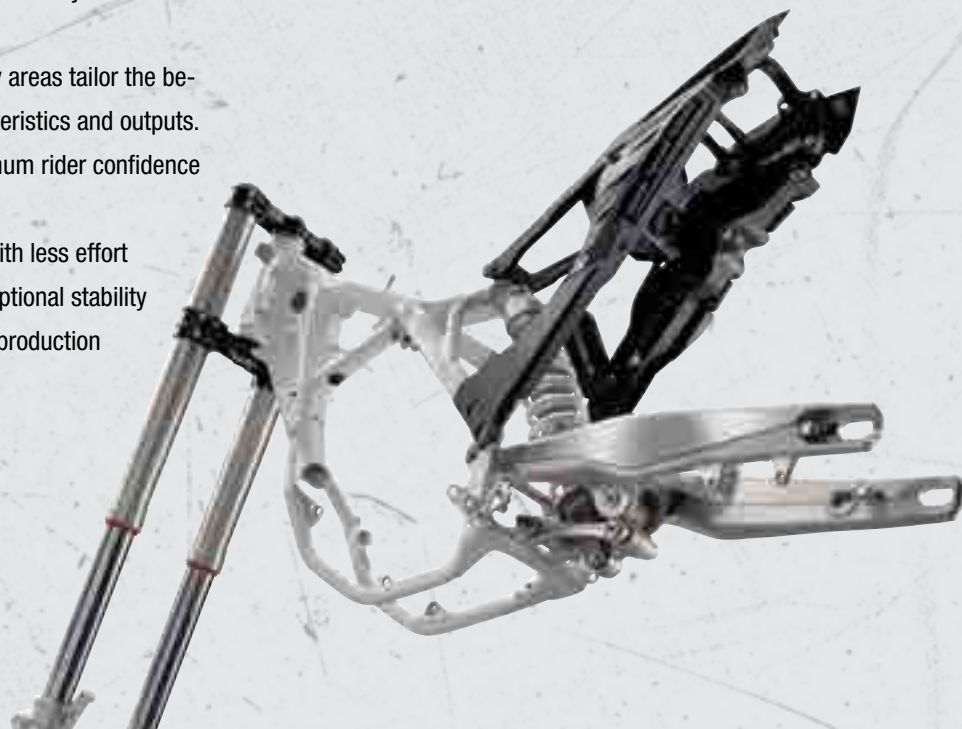
SUBFRAME

The lightweight, three-piece construction of the polyamide rear subframe is more flexible than a traditional aluminium rear subframe.

Combined with the longitudinal flex of the frame, this gives riders a more comfortable and confidence-inspiring feeling on the bike, allowing them to push the limits in all conditions and on any terrain.

The inherent characteristics of the composite subframe give the engineers unlimited opportunities for integrating features such as the airbox, electronics and rear grab handle.

- Innovative lightweight polyamide rear subframe → perfectly integrated airbox and electronics
- More flexible than an aluminium subframe → increased comfort, and in the event of a crash aluminium bends whereas polyamide bends back into place



REAR SUSPENSION

WP designed the high performance DCC (Dual Compression Control) rear shock with the aim of guaranteeing excellent damping characteristics so as to ensure maximum feedback as well as rider comfort. The shock is completely adjustable for rebound and high/low-speed compression damping, allowing riders to tailor the behaviour according to conditions and preference. WP specially developed a rear linkage system for the MY 2014 Husqvarna enduro line-up. The linkage absorbs big hits and rough terrain with ease, while maintaining optimal feeling and traction on smaller ruts and bumps. The rear height of the bike can be varied by fitting linkages of different lengths in order to further tailor the rear end to rider preference.

- WP high performance rear shock → complete adjustability, high quality materials
- Linkage system → handles big hits and rough terrain with ease
- Versatility → riders of all levels will appreciate the consistent performance in all conditions



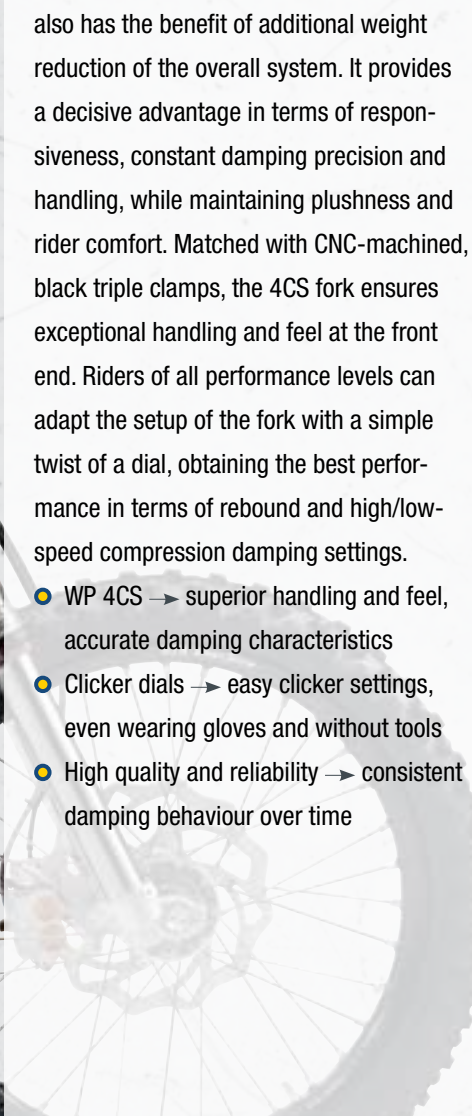
FOCUS:

Linkage vs. PDS: features and benefits →
Find more in your digital press kit!

FRONT SUSPENSION

The WP 4CS closed cartridge 48 mm front fork with the 4 chamber system unites the performance of a closed cartridge fork with the simplicity of an open cartridge fork and also has the benefit of additional weight reduction of the overall system. It provides a decisive advantage in terms of responsiveness, constant damping precision and handling, while maintaining plushness and rider comfort. Matched with CNC-machined, black triple clamps, the 4CS fork ensures exceptional handling and feel at the front end. Riders of all performance levels can adapt the setup of the fork with a simple twist of a dial, obtaining the best performance in terms of rebound and high/low-speed compression damping settings.

- WP 4CS → superior handling and feel, accurate damping characteristics
- Clicker dials → easy clicker settings, even wearing gloves and without tools
- High quality and reliability → consistent damping behaviour over time

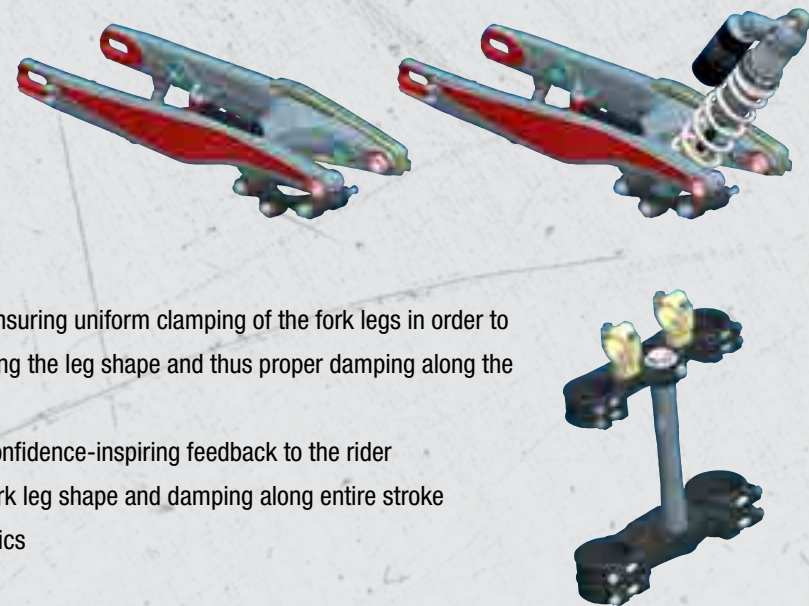




SWINGARM

The one-piece construction of the swingarm guarantees consistent performance by eliminating welding points. The engineers designed specific flex characteristics that optimise traction while feeding precise information to the rider, instilling confidence and improving overall performance. Strong but light, the beautifully styled aluminium cast swingarm provides perfect stability and safety.

- One-piece casting process, no welding points → exceptional traction and stability
- Specifically designed flex characteristics → excellent comfort and optimal performance



CNC-MACHINED TRIPLE CLAMPS

The R&D department's efforts were focused on ensuring uniform clamping of the fork legs in order to distribute the forces evenly on the fork, maintaining the leg shape and thus proper damping along the entire stroke.

- Controlled flex of the fork → accurate and confidence-inspiring feedback to the rider
- Uniform clamping of fork leg → maintains fork leg shape and damping along entire stroke
- 4 handlebar positions → adaptable ergonomics

BRAKES

The latest generation of Brembo brakes feature a new master cylinder and floating calipers. Ergonomically perfect controls allow the rider to accurately gauge braking power to the 260mm and 220mm wave discs at the front and rear respectively.

AIRBOX

Designed to allow quick and easy filter changes in seconds without tools. All models have a Twin Air filter fitted as standard and have dedicated air intake snorkels tuned for enduro power delivery.

WHEELS

Black DID rims and CNC-machined hubs mated to silver anodised nipples add an aggressive and modern look. Lightweight, strong and reliable construction. Minimum unsprung weight. World Championship level performance is guaranteed by Michelin Enduro Competition tyres.



FUEL TANK

The polythene fuel tanks fit perfectly within the tailor made bodywork and feature an easy opening bayonet-type filler cap. The 4-stroke fuel tanks have an integrated fuel pump.

EXHAUST SYSTEM

All models closely adhere to the strict FIM noise regulations and feature silencers that retain optimum performance throughout the entire rev range.

COOLING SYSTEM

The durable design of the WP radiators dissipates heat directly onto the frame through an integrated routing system and does without most of the tubing used in traditional cooling systems, improving fitting and cooling area.

ELECTRICS

Reliable wire harness, ECU, connectors and fuse mounts reduce space requirements and save weight.

GRAPHICS

The traditional Husqvarna white, blue and yellow adorns the newly designed enduro range, enhancing the modern styling, bringing back a glorious past of Husqvarna domination in enduro competitions the world over.



TE 125

An agile and light chassis has been designed to perfectly suit the lively and powerful little 2-stroke engine. Lightning fast throttle response, class-leading brakes and a smooth and precise gearbox are just a few of the TE 125's defining characteristics. High performance combined with extreme entertainment, it brings out the child in every man and is also the perfect tool for future champions to start their career with.



ENGINE

The high performance 125 cc 2-stroke engine on the TE 125 features a sophisticated power valve that optimises power delivery from low in the rev range right up to the rev limit. Boyesen reeds, combined with high-tech intake reed blocks, guarantee excellent responsiveness, durability and intake flow rates. The engine is mated to a durable and lightweight 6-speed gearbox that offers precise shifting and enduro-specific ratios. 2-stroke running costs guarantee affordable access to race winning performance.

CYLINDER

The high performance cylinder and power valve have been optimised for maximum throttle opening resulting in strong bottom-end torque and excellent top performance.

PISTON

The Vertex piston's material and piston rings have been optimised for power and reliability.

CLUTCH

The hydraulic Magura clutch guarantees excellent modulation and clutch action, while the flex lever reduces the risk of breakage by rotating almost 90° in the event of a crash.

TRANSMISSION

The ratios of the lightweight 6-speed gearbox have been optimised for enduro use. The precise shifting action allows riders to accurately maintain the TE 125 in the ideal power range of the engine.

BENEFITS

- Powerful 2-stroke 125 cc engine for maximum performance while keeping running costs low
- Most innovative and competitive 125 cc 2-stroke available
- Boyesen high performance reeds for great throttle response
- Consistent behaviour of the confidence-inspiring rear linkage allows riders to push the limits on any terrain





TE 250

The TE 250 adds unbeatable handling, stability and power characteristics to the typical low costs of ownership of any 2-stroke. One of the lightest chassis in the E2 category is mated to the most advanced 2-stroke engine in the business. The amazing 250 cc engine not only delivers strong performance reliably, but it also offers an electric start system that will get experts and amateurs out of any situation. Enduro has never been more exciting than on the TE 250.



BENEFITS

- 250 cc 2-stroke power output and low weight combine top performance and agility to low running costs
- Boyesen high performance reeds for great throttle response
- Rear linkage system for consistent, terrain-absorbing behaviour in all conditions, for all riders
- Electric starting for peace of mind even in the toughest situations

ENGINE

The TE 250's power delivery has been tuned for enduro-specific use, and thanks to the advanced power valve that optimises power throughout the rev range, the high performance 250 cc 2-stroke engine offers usable power right from the lowest rpm. A Boyesen reed valve is mated to the latest generation of reed blocks for excellent response and durability, while the 6-speed gearbox maximises the power band, allowing riders to accurately select the correct gear for any task. The engine characteristics can be further tailored to rider preference by varying the spring stiffness in the exhaust valve.

CYLINDER

A durable cylinder guarantees maximum reliability as well as performance and is mated to a power valve that increases the usable rev range of the powerful engine. The cylinder is optimised for throttle response and torque
→ great power delivery through entire rev range



IGNITION

The ignition can be modified according to terrain and rider preference. The CDI unit features two ignition curves that can be switched by changing the plug connection or via a Husky Power optional accessory.

TRANSMISSION

The TE 250 features a lightweight 6-speed gearbox that has enduro-specific gearing and precise shifting action.

STARTER

The TE 250 has an electric starter as well as a kick starter, underlining the extreme versatility and technology of the Husqvarna 2-stroke enduro line-up.

CLUTCH

An innovative DDS (Damped Diaphragm Steel) clutch system is fitted to achieve smooth action and easy control. The exclusive characteristics of this system include a diaphragm spring instead of coil springs, an integrated damping system for better traction and durability, and a strong inner hub for increased stability. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation.



TE 300

Extreme enduro conditions have met their match. The power and torque characteristics of the 300 cc 2-stroke engine are ideal for getting riders over any obstacle. Extreme performance and low maintenance costs together with top-of-the line components, quality construction, bullet-proof reliability and electric start. The TE 300 is the weapon of choice for attacking any terrain with peerless power matched to a light and nimble chassis.



BENEFITS

- The most powerful 2-stroke in the Husqvarna range guarantees extreme enduro performance
- Typical 2-stroke low maintenance costs
- Boyesen high performance reeds for great throttle response
- Rear link suspension system absorbs extreme terrain with confidence-inspiring ease
- The electric starter will get even the most experienced rider out of trouble

ENGINE

The elite 2-stroke enduro in the Husqvarna line-up has the most powerful engine available today. The torque characteristics and tractability allow riders to take-on extreme enduro with confidence. The TE 300 engine features a sophisticated exhaust valve that optimises power delivery and, combined with the Boyesen reed valve and new generation reed blocks, offers excellent response and durability. The engine characteristics can be tailored to rider preference by varying the spring stiffness in the exhaust valve. The 300 cc engine is mated to a 6-speed gearbox that has been designed to offer precise shifting and enduro-specific gearing.

CYLINDER

Maximum performance, reliability and low maintenance costs are guaranteed by the compact yet durable cylinder.



CLUTCH

An innovative DDS (damped diaphragm steel) clutch system is fitted to achieve smooth action and easy control. The exclusive characteristics of this system include a diaphragm spring instead of coil springs, an integrated damping system for better traction and durability, and a strong inner hub for increased stability. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation.

IGNITION

The ignition can be modified according to terrain and rider preference. The CDI unit features two ignition curves that can be switched by changing the plug connection or via a Husky Power optional accessory.

- Two ignition maps → can be modified according to rider preference

TRANSMISSION

Precise shifting, durability and enduro-specific gearing are the characteristics of the lightweight 6-speed gearbox on the TE 300.

STARTER

An electric as well as a kick starter are fitted to the TE 300, underlining the extreme versatility and technology of the Husqvarna 2-stroke enduro line-up.



FE 250

Agility, handling and a super-precise chassis allow riders of all levels to easily tackle all sorts of terrain and challenges. The low weight and powerful and torquey engine, matched to carefully engineered ergonomics, make the FE 250 a formidable race weapon, one of the finest enduro bikes to wear the glorious Husqvarna badge.

BENEFITS

- Powerful 250 cc engine optimised for torquey enduro-style riding
- Light and super-agile chassis, accessible performance
- DDS clutch system for reliability and ease of use in extreme conditions
- Rear link suspension guarantees consistent performance on all terrains and in all conditions
- Electric starter as standard, reliable and dependable in tough situations



CRANKSHAFT

The FE 250 has a dedicated flywheel fitted that improves traction compared to a typical motocross' setup. The brilliant power delivery of the motocross version remains thanks to the short stroke, as do the durability and long service intervals (135 hours before changing conrod, conrod bearing and crank pin). The crankshaft and conrod are produced by industry leader Pankl and feature a plain big end bearing and force-fitted bearing shells to ensure that these apparently contrasting characteristics can be combined in a single, formidable 250 cc engine.

ENGINE

Small and light, the FE 250's DOHC power plant produces vast amounts of power and torque for its displacement. Many of the components and layout are shared with the FE 350, allowing the engineers to focus their efforts on strong midrange as well as top-end power, resulting in superior tractability while not overlooking top performance. The 250 cc engine is packed with top-of-the-line features such as a light but strong piston, titanium valves, hydraulic clutch and electric start. Power delivery is optimised for enduro with tractable power and strong midrange.

CYLINDER HEAD

The FE 250's advanced DOHC cylinder head features large 32.5 mm intake valves that weigh only 19.6 g each, 26.5 mm exhaust valves that weigh 18 g, DLC-coated followers and flow optimised ports. The engine has been tuned for enduro riding thanks to specific cams that boost midrange power and deliver superior torque. Carefully designed cooling ducts guarantee reliability even in the most extreme conditions.

CYLINDER AND PISTON

The large 78 mm bore cylinder features a König forged bridged-box-type piston and a short stroke so as to enhance revving and to house large valves for better fuel flow, while keeping weight to a minimum, only 200 g. The compression ratio is 12.8:1.

CRANKCASE

The pressure die cast crankcase of the FE 250 features great tensile strength and resistance to chipping. The production process allows the engineers to design thinner casing walls, lowering the weight of the engine compared to other casting processes. The gold coating on the crankcase covers reduces surface wear to a minimum. The Husqvarna logo adds to the stylish finish of the covers.

TRANSMISSION

Enduro-specific gearing has been developed for the FE 250 in the form of a compact, 6-speed gearbox, with close-ratio 4th, 5th and 6th gears. Special attention has been given to ensure easy and precise shifting.



ENGINE MANAGEMENT SYSTEM (EMS)

also for ENDURO 350/450/501

The FE's engine features a Keihin electronic fuel injection and 42 mm throttle body for great throttle response and engine performance that is optimised for tough enduro riding conditions. Energy to the electrical systems is supplied by an oil-cooled 196 W AC alternator. Optional Husky Power allows riders to select maps via an optional switch and download engine data with a laptop via a Setting Tool.

CLUTCH

also for ENDURO 350/450/501

An innovative DDS (damped diaphragm steel) clutch system is fitted to the FE bikes so as to achieve smooth action and easy control. The exclusive characteristics of this system include a diaphragm spring instead of coil springs, an integrated damping system for better traction and durability, and a strong inner hub for increased stability. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation, minimal lever force and low maintenance.

VALVE TRAIN

also for ENDURO 350/450/501

An intermediate side-mounted multifunctional counterbalance shaft, driven by the crankshaft, runs the water pump and cam chain. It acts as a counterbalancer shaft for smooth running, helps to cancel inertia forces and also contributes to the compact engine layout. Chain tension is guaranteed by a hydraulic chain tensioner on the 250 and 350 engines and by a mechanical chain tensioner on the 450/501 engine.

OIL CIRCUIT

also for ENDURO 350/450/501

Two oil pumps ensure that proper lubrication reaches all the critical areas of the engine. Firstly a pressure pump lubricates the crankshaft, piston, multifunctional shaft and valve train, while a second, scavenger pump, takes care of the transmission.

ELECTRIC STARTER

also for ENDURO 350/450/501

Even at the highest level of competition, an electric starting system is always appreciated, especially after a crash or in a difficult situation. Riders of all levels will appreciate the invaluable help of the electric start system when tired on that impossible climb or stuck in the mud.

**ENGINE**

The FE 350's power output in excess of 45 hp is more than enough to put it level with the E2 competition, while being similar in size and weight to the FE 250 engine (only 28.5 kg). The 350 cc engine's smooth and easy-to-handle power delivery from low-down through to the 12,000 rpm limit, combined with an advanced engine management system and a slick 6-speed gearbox, ensure every rider can take full advantage of the FE 350's exceptional performance. High-tech production processes enable the engineers to design thinner engine case walls and keep weight to a minimum, while maintaining strength.

FE 350

The ideal combination of maximum performance and light and agile handling, the FE 350 combines the best characteristics of the FE 250 and FE 450. Pros and amateurs alike are sure to appreciate the lightweight feeling of the FE 350 while tackling the most difficult terrain, thanks to the compact yet powerful engine, a stable and confidence-inspiring chassis, a reliable and efficient electric starting system, top-of-the line standard equipment and cutting-edge technology.

BENEFITS

- Torquey and easy to use 350 cc engine matched to a light and agile chassis form the perfect mix between a 250 and a 450
- DDS clutch system and precise 6-speed gearbox make shifting easy and reliable
- Rear link suspension absorbs big hits and small ruts with ease, guaranteeing consistent performance in all conditions

DOHC CYLINDER HEAD

The 57.5 mm stroke and 88 mm bore allow for large diameter valves. The 36.3 mm titanium intake and 29.1 mm exhaust valves weigh only 22.4 g and 22.7 g each respectively and are operated by DLC-coated finger followers to guarantee less friction and higher revs (12,000 rpm limit). The cam timing and overall performance are tuned for enduro-style riding.

CRANKSHAFT

With a maximum power output that is on a par with the 450 competition, the most advanced crankshaft technology is required in order to maintain the high performance characteristics throughout the life of the FE 350's engine. The crankshaft and conrod are produced by industry leader Pankl to ensure durability and long service intervals (135 hours before changing conrod, conrod bearing and crank pin). The plain big end bearing and the force-fitted bearing shells ensure that these apparently contrasting characteristics can be combined in a single engine. Traction is important in enduro, so the FE 350 fits a heavier crankshaft compared to the FC 350 to improve traction and power delivery for enduro riding.

CRANKCASE

Weight has been saved in all components of the engine. On the crankcase the thinner walls of the case itself, thanks to the pressure die cast production process, offer great tensile strength and resistance to chipping, while significantly reducing weight compared to other casting methods. The gold coating on the crankcase covers reduces surface wear to a minimum. The Husqvarna logo adds to the stylish finish of the covers.

TRANSMISSION

Enduro-specific gearing in the 6-speed gearbox has been developed for the FE 350. Special attention has been given to ensure easy and precise shifting.

**CYLINDER AND PISTON**

A Vertex forged bridged-box-type piston guarantees high performance and reliability. Weighing only 275 g, the piston has a large 88 mm bore for larger diameter valves and better fuel flow, and a short stroke enhances revving and minimizes the oscillating mass. The compression ratio is 12.3:1.

FE 450/FE 501

The pinnacle of enduro in their respective classes, the FE 450 and FE 501 share a super-powerful SOHC engine that has been tuned for tough offroad use. Amazing power and torque characteristics are harnessed by a state-of-the-art chassis that guarantees extreme precision and agility. The robust engine has been tuned to reliably deliver maximum performance and riding pleasure in all conditions.

TRANSMISSION

A light but heavy-duty 6-speed gearbox, with enduro specific gearing, has been fitted to cope with the extreme power and torque characteristics of the FE 450 and FE 501.

CYLINDER HEAD

The cylinder head is characterised by a single overhead cam that actuates two lightweight 38 mm, 32 g titanium intake valves and two 33 mm, 42 g steel exhaust valves. Lightweight, DLC-coated rocker arms and a compression ratio of 11.8:1 with a broad power band all the way to the 11,500 rev limit rocket the FE 450 and FE 501 to the top of their respective categories. Maximum power and torque have been optimised in conjunction with maximum durability thanks to a three-layer head gasket. The single camshaft architecture allows compact engine design.

CRANKCASE

Weight has been saved in all components of the engine. On the crankcase the thinner walls of the case itself, thanks to the pressure die cast production process, offer great tensile strength and resistance to chipping, while significantly reducing weight compared to other casting methods. The gold coating on the crankcase covers reduces surface wear to a minimum. The Husqvarna logo adds to the stylish finish of the covers.

ENGINE

The 449.3 cc and 510.4 cc SOHC engines of the FE 450 and FE 501 share a 95 mm bore but have a 63.4 mm and 72 mm stroke respectively. Both engines have been developed specifically for enduro riding in extreme conditions and to offer a broad power band. They are not only easy to use, torquey and powerful, but are also efficient and reliable. The compact layout greatly benefits the overall packaging of the engine/chassis combination. The die-cast production procedure allows for thinner wall thickness compared to other production processes, reducing weight while maintaining strength.

CRANKSHAFT

The crankshafts and lightweight conrods are made by Pankl from high-tensile strength steel and have been specifically designed to withstand the high power output and torque of the FE 450 and FE 501 without sacrificing durability and long service intervals (135 hours before changing conrod, conrod bearing and crank pin). That is why the crankshafts have a plain big end bearing and two force-fitted shells that run directly on the crank pin.

PISTON

The König bridge-box-type piston is closely related to the FC 450's piston in order to lower oil consumption and optimise performance and reliability. The compression ratio is 11.8:1 for both engines.

BENEFITS

- Compact SOHC engine optimised for extreme enduro use
- DDS clutch system, with Brembo hydraulic system, for low maintenance and ease of use
- Rear link suspension guarantees consistent performance on all terrains and in all conditions, absorbing big hits and small ruts with ease
- Electric start gets you going without breaking sweat

ENDURO
MODELS
2014



TE 125

ENGINE	
ENGINE TYPE	Single cylinder, 2-stroke
DISPLACEMENT	124.8 cc
BORE/STROKE	54/54.5 mm
COMPRESSION RATIO	-
STARTER/BATTERY	Kickstarter
TRANSMISSION	6 gears
FUEL SYSTEM	Keihin PWK 36S AG
CONTROL	Exhaust control
LUBRICATION	Mixture oil lubrication 1:60
GEAR RATIOS	12:33 15:31 17:28 19:26 21:25 20:20
PRIMARY RATIO	23:73
FINAL DRIVE	14:50 (13:50)
COOLING	Liquid cooling
CLUTCH	Wet multi-disc clutch, Magura hydraulics
IGNITION	Kokusan

CHASSIS	
FRAME	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Cross-linked Polyamide
HANDLEBAR	Neken, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm 4CS Closed Cartridge
REAR SUSPENSION	WP-Monoshock with linkage
SUSPENSION TRAVEL FRONT/REAR	300/330 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21"; 2.15 x 18" DID
FRONT/REAR TIRES	90/90-21"; 120/90-18"
CHAIN	525 X-Ring
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
TRIPLE CLAMP OFFSET	22 mm
WHEEL BASE	1,471±10 mm
GROUND CLEARANCE	355 mm
SEAT HEIGHT	960 mm
TANK CAPACITY, APPROX.	11 l
WEIGHT, READY TO RACE	approx. 96 kg (without fuel)



TE 250

Single cylinder, 2-stroke
249 cc
66.4/72 mm
-
Kick- and electric starter / 12V 4Ah
6 gears
Keihin PWK 36S AG
Exhaust control TVC
Mixture oil lubrication 1:60
14:32 16:26 20:25 22:23 25:22 26:20
26:72
14:50 (13:50)
Liquid cooling
DDS wet multi-disc clutch, Brembo hydraulics
Kokusan

Central double-cradle-type 25CrMo4 steel
Cross-linked Polyamide
Neken, Aluminium Ø 28/22 mm
WP-USD Ø 48 mm 4CS Closed Cartridge
WP-Monoshock with linkage
300/330 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
525 X-Ring
Aluminium
63.5°
20 mm
1,482±10 mm
355 mm
960 mm
11 l
approx. 104.4 kg (without fuel)



TE 300

Single cylinder, 2-stroke
293.2 cc
72/72 mm
-
Kick- and electric starter / 12V 4Ah
6 gears
Keihin PWK 36S AG
Exhaust control TVC
Mixture oil lubrication 1:60
14:32 16:26 20:25 22:23 25:22 26:20
26:72
14:50 (13:50)
Liquid cooling
DDS wet multi-disc clutch, Brembo hydraulics
Kokusan

Central double-cradle-type 25CrMo4 steel
Cross-linked Polyamide
Neken, Aluminium Ø 28/22 mm
WP-USD Ø 48 mm 4CS Closed Cartridge
WP-Monoshock with linkage
300/330 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
525 X-Ring
Aluminium
63.5°
20 mm
1,482±10 mm
355 mm
960 mm
11 l
approx. 104.6 kg (without fuel)



FE 250

ENGINE	
ENGINE TYPE	Single cylinder, 4-stroke
DISPLACEMENT	249,91 cc
BORE/STROKE	78/52,3 mm
COMPRESSION RATIO	12.8:1
STARTER/BATTERY	Electric starter / 12V 4Ah
TRANSMISSION	6 gears
FUEL SYSTEM	Keihin EFI, throttle body 42 mm
CONTROL	4 V / DOHC with finger followers
LUBRICATION	Pressure lubrication with 2 oil pumps
GEAR RATIOS	13:32 16:30 16:24 23:28 23:23 26:22
PRIMARY RATIO	24:73
FINAL DRIVE	14:52 (13:52)
COOLING	Liquid cooling
CLUTCH	DDS wet multi-disc clutch, Brembo hydraulics
IGNITION	Keihin EMS

CHASSIS	
FRAME	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Cross-linked Polyamide
HANDLEBAR	Neken, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm 4CS Closed Cartridge
REAR SUSPENSION	WP-Monoshock with linkage
SUSPENSION TRAVEL FRONT/REAR	300/330 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21"; 2.15 x 18" DID
FRONT/REAR TIRES	90/90-21"; 120/90-18"
CHAIN	525 X-Ring
SILENCER	Aluminium
STEERING HEAD ANGLE	63.5°
TRIPLE CLAMP OFFSET	20 mm
WHEEL BASE	1,482±10 mm
GROUND CLEARANCE	345 mm
SEAT HEIGHT	970 mm
TANK CAPACITY, APPROX.	9.5 l
WEIGHT, READY TO RACE	approx. 107.5 kg (without fuel)



FE 350

Single cylinder, 4-stroke
349.7 cc
88/57.5 mm
12.3:1
Electric starter / 12V 4Ah
6 gears
Keihin EFI, throttle body 42 mm
4 V / DOHC with finger followers
Pressure lubrication with 2 oil pumps
14:32 16:26 20:25 22:23 25:22 26:20
24:73
14:52 (13:52)
Liquid cooling
DDS wet multi-disc clutch, Brembo hydraulics
Keihin EMS

Central double-cradle-type 25CrMo4 steel
Cross-linked Polyamide
Neken, Aluminium Ø 28/22 mm
WP-USD Ø 48 mm 4CS Closed Cartridge
WP-Monoshock with linkage
300/330 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
525 X-Ring
Aluminium
63.5°
20 mm
1,482±10 mm
345 mm
970 mm
9 l
approx. 109.2 kg (without fuel)



FE 450

Single cylinder, 4-stroke
449.3 cc
95/63.4 mm
11.8:1
Electric starter / 12V 4Ah
6 gears
Keihin EFI, throttle body 42 mm
4 V / OHC with rocker levers
Pressure lubrication with 2 oil pumps
14:36 17:32 19:28 22:26 24:23 26:21
32:76
14:50 (13:52)
Liquid cooling
DDS wet multi-disc clutch, Brembo hydraulics
Keihin EMS

Central double-cradle-type 25CrMo4 steel
Cross-linked Polyamide
Neken, Aluminium Ø 28/22 mm
WP-USD Ø 48 mm 4CS Closed Cartridge
WP-Monoshock with linkage
300/330 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
525 X-Ring
Aluminium
63.5°
20 mm
1,482±10 mm
345 mm
970 mm
9 l
approx. 113.5 kg (without fuel)



FE 501

Single cylinder, 4-stroke
510.4 cc
95/72 mm
11.8:1
Electric starter / 12V 4Ah
6 gears
Keihin EFI, throttle body 42 mm
4 V / OHC with rocker levers
Pressure lubrication with 2 oil pumps
14:36 17:32 19:28 22:26 24:23 26:21
32:76
14:50 (13:50)
Liquid cooling
DDS wet multi-disc clutch, Brembo hydraulics
Keihin EMS

Central double-cradle-type 25CrMo4 steel
Cross-linked Polyamide
Neken, Aluminium Ø 28/22 mm
WP-USD Ø 48 mm 4CS Closed Cartridge
WP-Monoshock with linkage
300/330 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
525 X-Ring
Aluminium
63.5°
20 mm
1,482±10 mm
345 mm
970 mm
9 l
approx. 113.5 kg (without fuel)



With a full range of 2-strokes and 4-strokes for all rider levels and preferences, the 2014 model range of motocross bikes brings the glorious brand back in contention at the very top. 2-strokes have always had a central role in the Husqvarna range, and 2014 is no different with the range of TC models (TC – Two-stroke Cross), starting with a brand new competition level 85 cc mini bike and a powerful yet agile and superlight 125. With 300 cc 2-strokes getting a European Motocross Championship class in 2014, there is no better bike available to tackle the competition with than the super-powerful TC 250 fitted with the 300 cc transformation kit available in Husky Power. As a pioneer of 4-stroke motocross bikes, Husqvarna reinforces its strong 4-stroke history with 3 brand new models that cover all the possible needs of every rider, from expert to amateur. The state-of-the-art 250 cc, 350 cc and 450 cc engines in the FC range (Four-stroke Cross) are encased in a light and agile chassis for maximum performance and wrapped in sharp bodywork and new white, yellow and blue colours for a stylish look on the race track.

MODEL RANGE MOTOCROSS 2014

MOTOCROSS:
TC 85 | TC 125 | TC 250
FC 250 | FC 350 | FC 450

HIGHLIGHT FEATURES:

- Completely new frame design, optimised for light weight and optimal torsional rigidity
- Innovative polyamide rear subframe for optimal stiffness and design flexibility incorporates all electronics and airbox - first time ever on a production 2-stroke motocross bike
- Lightweight and strong chromium molybdenum frame
- Lightweight cast aluminium swingarm for complete control and stability in all track conditions
- High quality closed cartridge WP fork and CNC-machined triple clamps for best comfort
- New high-tech 2-stroke and 4-stroke engines take Husqvarna back to the top of the performance charts
- High tech EFI systems and electric start on all 4-stroke models
- Stylish, sharp and modern bodywork
- Quality construction and reliability
- Standard equipment includes handguards and map switch
- Class-leading performance in both 4-stroke and 2-stroke categories
- Carefully designed and engineered ergonomics to fit riders of all sizes
- Top quality components, innovative solutions and top standard equipment

MOTOCROSS COMPETITION



CHASSIS

FRAME

The priority in designing the frame was to meet strict performance goals while maintaining optimal torsional rigidity, longitudinal stiffness and extreme lightness, while offering excellent feedback and instilling complete confidence in the rider.

To achieve their goals, the engineers designed the lightweight chromium molybdenum frame with precise longitudinal flex that helps absorb impacts from the rear wheel, working together with the suspension for greater comfort and giving the rider better feedback.

The torsional rigidity, on the other hand, has been optimised to enhance turn-in, sharp handling and stability even on the roughest terrain. The frame design is largely the same on all the motocross models, with slight differences in geometry and in the headstock area that alter stiffness on the more powerful models.

The signature white frames are made by WP in an ultra-advanced production plant. The highly-automated process involves hydro-forming and robot welding for maximum precision and consistent quality that is reflected in the supreme performance of every Husqvarna motorcycle, straight off the showroom floor.

- Precisely engineered frame flex → maximum comfort and excellent feedback to the rider
- Torsional rigidity → sharp handling and exceptional stability
- Lightweight construction → maximum performance in all conditions
- Chassis manufactured by WP with advanced production process → superior quality and performance



SUBFRAME

The three-piece fibreglass reinforced subframe, made of high strength polyamide with a precision injection moulded production process, has been designed to offer stiffness while flexing more than an aluminium subframe, complementing the flex characteristics of the frame in order to offer optimum rider feedback and feeling in all conditions. The lightweight design offers engineers unlimited opportunities for integrating features such as all the electronics and the airbox.

- Lightweight, high-tech composite construction → integrated electronics and grab handle
- Impact resistant → in the event of a crash aluminium bends while polyamide bends back into place

REAR SUSPENSION

The high performance Husqvarna DCC (Dual Compression Control) rear shock made by WP suspension is adjustable in rebound and high/low-speed compression and guarantees excellent comfort and world class damping.

The linkage system has excellent characteristics in fast and flowing sections. Due to its progressive characteristics it takes big hits in its stride, offering great rider comfort in all situations, even on the roughest track sections and the biggest jumps. It also offers numerous possibilities for tailoring the behaviour of the rear end by simply changing the length of the linkage (available in Husky Power). The versatile Husqvarna linkage system is sure to meet the need of riders of all levels, with a consistent, confidence-inspiring and light-feeling chassis in every situation.



FRONT SUSPENSION

WP suspension stands for top quality and offers the best performance levels. Precision engineering, quality materials and advanced production processes are an integral part of the WP forks on the Husqvarna model range.

With the WP forks, the ease of changing clicker settings is as simple as a twist of a dial, allowing all riders to adapt the rebound and compression damping settings to their own riding styles and track conditions.

The 48 mm closed cartridge front fork, matched with CNC-machined black triple clamps, feature 300 mm of travel and ensure exceptional handling and feel at the front end, thanks to accurate and consistent damping characteristics of the closed cartridge technology.



CNC-MACHINED TRIPLE CLAMPS

As on the other major components of the chassis, the CNC-machined triple clamps have precisely engineered flex designed into them that allows the fork tubes to flex under stress. This gives the rider more feeling under braking and on landing jumps. They are designed to evenly distribute the clamping force on the fork leg, maximizing contact area for optimal sensitivity and minimum friction. In addition, the handlebar can be mounted in 4 different positions to adapt ergonomics to rider preference.

SWINGARM

The design of the swingarm has been optimised according to the stiffness characteristics of the rest of the chassis. In order to give maximum rider confidence and comfort, while making the most of the Husqvarna engine characteristics in terms of traction and power, the aluminium swingarm has specific flex characteristics. The single-component casting process eliminates welding and guarantees consistent behaviour and quality. Strong but light, the beautifully styled aluminium cast swingarm provides perfect stability and safety.

BRAKES

Exceptional stopping power is guaranteed by the latest generation of Brembo brakes, featuring a new master cylinder and floating calipers in combination with 260 mm wave discs at the front and 220 mm wave discs at the rear. The perfectly placed controls allow for optimal feel and balance under extreme conditions.

BODYWORK

Tightly wrapped around the engine and frame, Husqvarna's new bodywork is designed to connect the rider's body to the bike, for a perfect fit of man and machine, allowing for total control in all conditions for the most diverse body sizes.

AIRBOX

The large airbox is integrated in the composite rear subframe and is designed to allow quick and easy filter changes in seconds without tools. All models are fitted with a Twin Air filter as standard and have dedicated air intake snorkels designed for maximum power and best protection.

WHEELS

Black DID rims, made of high strength alloy, and CNC-machined hubs mated to silver anodised aluminium nipples add an aggressive and modern look to the newly designed Husqvarna motocross range. The light-weight wheels are complemented by versatile MX51 tyres from Dunlop.



HANDLEBAR

The tapered 827 Renthal Fatbar handlebar features a Renthal bar pad and is fitted with Husqvarna grips for excellent control of the bike.

EXHAUST SYSTEM

All models closely adhere to the strict FIM noise regulations and feature optimised silencers that retain optimum performance throughout the entire rev range. The header pipes of the 250 and 350 models feature specially designed resonance chambers in order to have exceptional power characteristics while lowering noise levels significantly.

COOLING SYSTEM

The durable design of the WP radiators dissipates heat directly onto the frame through an integrated routing system. This guarantees optimal cooling and fitting thanks to the reduced tubing.

GRAPHICS

The traditional Husqvarna white, blue and yellow adorns the newly designed motocross range, enhancing the modern styling and bringing back a touch of the past.



TC 85

Nimble and agile, the powerful class-leading little engine uses the most advanced 2-stroke technology available and is fitted into a solid chassis for complete rider confidence. Young champions have a no-compromise approach to racing at an early age and the new Husqvarna TC 85 is the perfect partner to take them to the top of the box.

ENGINE

The high performance 2-stroke engine on the TC 85 is mated to a 6-speed gearbox and a power valve to maximise the power band, allowing riders to compete at the highest level with minimum running costs.



BENEFITS

- Full size performance
- Quality components: maximum reliability
- Light, agile and stable for complete rider confidence
- The most advanced 2-stroke technology available
- 2-stroke affordability
- Fast starts thanks to smooth hydraulic clutch action

CYLINDER

The cylinder has flow-optimised ports and an exhaust control valve for top power delivery throughout rev range.

CRANKSHAFT

The crankshaft of the TC 85 has been optimised for maximum performance while guaranteeing durability.

CLUTCH

Smooth and precise clutch action with the Formula hydraulic clutch.



BRAKES

Latest generation Formula brakes offer superior stopping power and feeling, guaranteed by the cutting-edge radial, four piston brake caliper and 220 mm wave disc at the front, while at the rear a two-piston caliper and 210 mm wave disc gives the rider complete confidence.

REAR SUSPENSION

The PDS rear suspension offers stability, precision and rider comfort in extreme conditions. The shock features complete adjustability and can be setup to perfectly match rider preference and track conditions.

FRAME

The chromoly steel frame and lightweight aluminium rear subframe combine to offer unrivalled precision, maximum stability and rider confidence.

WHEELS

Black Excel rims and CNC-machined hubs play an important role in keeping overall weight to a minimum, while offering great stability as well as adding to the aggressive look of the TC 85.



MODEL RANGE
OFFROAD 2014

MOTOCROSS

TC 85

FRONT SUSPENSION

Completely adjustable WP suspension front and rear for maximum performance on any track. The 43 mm upside down fork with 270 mm of travel has all the high quality characteristics of the full size motocross models in the Husqvarna range.

COOLING

Reliable and efficient cooling is guaranteed by integrated crankcase cooling and two radiators.

SWINGARM

The single-component casting process eliminates welding and guarantees consistent behaviour and quality. Strong but light, the beautifully styled aluminium cast swingarm provides perfect stability and safety.

TC 125

The TC 125 is ready to accompany young riders into racing at the highest level. Great ergonomics, an agile, yet stable chassis and a powerful engine equipped with power valve and a 6-speed gearbox form the basis for the champions of the future. Husqvarna has been competitive in 2-stroke motocross over the decades and the TC 125 continues this tradition.

TRANSMISSION
A lightweight 6-speed gearbox is fitted to the TC 125 to give maximum performance and precision, in order to take full advantage of the power characteristics of the 125 cc engine.

CLUTCH
The hydraulic Magura clutch guarantees excellent modulation and clutch action, while the flex lever can rotate almost 90° in the event of a crash.

- BENEFITS
- Most powerful 2-stroke 125 cc engine guarantees class-leading performance on track
 - Easy access to competition thanks to 2-stroke affordability
 - Effortless acceleration thanks to smooth hydraulic clutch action and precise gearbox
 - Composite rear subframe – first time on series production 2-stroke motocrosser



CYLINDER
The high performance cylinder and power valve guarantee maximum throttle opening resulting in strong bottom-end torque and excellent top performance.

PISTON
The Vertex piston's material and piston rings have been developed for power and reliability.

ENGINE
The compact 125 cc 2-stroke engine features a sophisticated power valve for the highest performance throughout the entire rev range. A new generation of intake reed blocks has been carefully engineered along with Boyesen reeds for excellent response and durability, and optimal intake flow rates. The engine is mated to a 6-speed gearbox, allowing riders to compete at the highest level with affordable costs.

- BENEFITS
- Engine performance, tuned for tractability, guarantees exceptional power delivery
 - Cutting-edge chassis technology results in light weight and supreme agility
 - Maximum performance and enjoyment with 2-stroke affordability
 - Light and precision-engineered gearbox mated to a hydraulic clutch for smooth and confident starts and gear selection
 - Performance upgrade → 300 cc Husky Power kit available

TRANSMISSION
A lightweight 5-speed gearbox is fitted to take full advantage of the extreme power of the 250 cc engine.



IGNITION
The ignition can be modified according to track layout and rider preference. The CDI unit features two ignition curves that can be switched by changing the plug connection or via the standard Husky Power map select switch.

CYLINDER
The cylinder head has been designed for throttle response and torque and is perfectly mated to the power valve for optimal power delivery in all circumstances.

CLUTCH
An innovative DDS (damped diaphragm steel) clutch system is fitted to the TC 250 so as to achieve smooth action and easy control. The exclusive characteristics of this system include a diaphragm spring instead of coil springs, an integrated damping system for better traction and durability, and a strong inner hub for increased stability. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation.

ENGINE
The powerful yet tractable TC 250 engine features an exhaust power valve to boost power and torque throughout the entire rev range. The Boyesen reed valve guarantees excellent response and durability. The engine characteristics can be further tailored to rider preference by varying the spring stiffness in the exhaust valve. Performance upgrade to 300 cc is possible with the kit available in the “Husky Power” range of special parts.

TC 250

The tremendous power and agility of the TC 250's state-of-the-art engine and chassis guarantee unbeatable handling, stability and overall performance. The incredible power-to-weight ratio of the TC 250 makes it easy to control the exhilarating power delivery of the strong 2-stroke engine. Only the best components make it onto the TC 250, including a DDS clutch with Brembo hydraulic system, a Boyesen high performance intake reed valve and the best brakes in motocross.

FC 250

The MX2 category has a new contender. The FC 250, with its powerful, high-revving and compact 250 cc 4-stroke engine, sharp handling, light weight and extreme agility, takes it straight to the top.

The 14,000 rpm rev limit is a clear indication of the engineers' intention of achieving benchmark engine performance when they designed the engine. Experts and amateurs alike are sure to appreciate the electric start for peace of mind in all circumstances. Super sharp throttle response, smooth clutch action and precise shifting pave the way to a holeshot.

BENEFITS

- Class-leading performance
- Lightweight agility for easy and stable handling
- Advanced electronics guarantee smooth power delivery and sharp throttle response
- Compact, reliable and smooth clutch and gearbox for perfect starts, holeshot after holeshot
- Electric start effortlessly gets you out of trouble

Husqvarna®



**CYLINDER HEAD**

At the heart of one of the most advanced engines in the business is the DOHC cylinder head. The large titanium valves (32.5 mm intake and 26.5 mm exhaust) are lightweight, only 19.6 g each for the intake valves and 18 g on the exhaust side, and guarantee optimal gas flow, resulting in a sky-high rev limit of 14,000 rpm. The DLC-coated finger followers and camshafts designed for top performance also contribute to the extreme power delivery of the FC 250's engine, all capped by a signature yellow valve cover.

CYLINDER

The short stroke of 78 mm minimises oscillating masses, and the large bore of 52.3 mm allows the use of large diameter valves that increase gas flow and in-turn give the engine an explosive power delivery.

ENGINE

Explosive engine performance is a result of technologically advanced solutions in engine layout and components. The lightweight and compact FC 250 DOHC 4-stroke engine has been designed to offer top performance without compromise. Everything from the light piston to the titanium valves, from the advanced electronics to the innovative hydraulic clutch and electric start, has been developed to take full advantage of the over 40 hp peak output with the rev limit at 14,000 rpm.

ENGINE CASES

The high pressure die cast production process of the engine cases keeps the overall weight to a minimum, resulting in thinner wall thicknesses and a better surface finish. The high-tech nature of the MY 2014 Husqvarna motocross models is highlighted by the fact that the FC 250 engine case does without the kick start case. The historical Husqvarna logo adorns the gold finished crankcase covers that, as well as looking stylish, have a surface finish that reduces wear to a minimum.

CRANKSHAFT

The 14,000 rpm rev limit and amazing power of the FC 250 engine wouldn't be possible without a high-tech crankshaft that, together with the conrod, is produced by industry leader Pankl. The short stroke reduces inertia and increases peak rpm, also sharpening throttle response. Durability and long service intervals (100 hours before changing conrod, conrod bearing and crank pin) go hand-in-hand with serious power output and high revs on the FC 250. The plain big end bearing and the force-fitted bearing shells ensure that these apparently contrasting characteristics can be combined in a single, formidable 250 cc engine.

TRANSMISSION

The light 5-speed gearbox allows riders to take full advantage of the supreme performance of the FC 250's engine thanks to easy and precise shifting.

**PISTON**

Optimised for minimum weight to suit the high-revving, high output nature of the FC 250, the König forged box-type piston weighs only 200 g and combines high performance and reliability, and guarantees a compression ratio of 13.9:1 for maximum power output.

COUNTERBALANCE SHAFT

Vibrations are kept to a minimum on the FC 250 thanks to the multifunctional counterbalance shaft mounted on the right side of the engine. It cancels inertia forces and contributes to the compact layout of the engine. It also drives the water pump and timing chain and contributes to the compact engine design.

ENGINE MANAGEMENT SYSTEM (EMS) ALSO FOR MOTOCROSS 350/450

Telepathic throttle response directly connects the rider to the FC 250's engine, ensuring optimal power delivery at every throttle opening. The electronic fuel injection and 44 mm throttle body of the Keihin Engine Management System combine to offer optimal power delivery and efficiency at all engine speeds. For motocross, the injector is positioned on the bottom of the throttle body for optimal air-fuel mixture, resulting in a noticeable power increase compared to the enduro models. No detail has been overlooked: when the dust settles, the optimised wire harness, lead wire, and high quality sealed critical connectors ensure that washing the FC 250 with a jet wash poses no threat to the high-tech electronics. The throttle position sensor (TPS) is also water-resistant and protected, while the idle adjuster is separated from the cold start button and is positioned on the rear of the throttle body.

- Keihin electronic fuel injection with 44 mm throttle body → telepathic throttle response, optimal power delivery
- Wire harness with high quality sealed critical connectors → protected high-tech electronics

STARTER**ALSO FOR MOTOCROSS 350/450**

A sign of the times is the electric-start-only starting system of the FC 250. No sweat nor heartbreak, even at the highest level of competition, the electric start is a priceless companion, especially after a crash in the heat of battle. Peace of mind comes at a small cost in terms of weight, which has been kept to a minimum by eliminating the mounting for the kick start.

CLUTCH

Smooth clutch action for lightning-fast starts and consistent feel and performance during the longest motos are ensured by the CSS clutch (coil spring steel) and eight clutch plates. The one-piece CNC-machined steel clutch basket incorporates the primary gear for maximum strength and reliability. The low design contributes to engine compactness. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation, minimal lever force and low maintenance.



ENGINE

With engine dimensions that are similar to the FC 250, but with peak power that easily matches the 450 competition, the FC 350 offers the best of both worlds. Every aspect of the design has been carefully engineered to deliver peak performance while maintaining a controllable and tractable power delivery, also thanks to the lightweight 5-speed gearbox and an advanced engine management system. Advanced production processes guarantee maximum reliability and quality but also save weight in crucial areas.

FC 350

For the first time in its long and glorious history, Husqvarna enters the MX1 category with a 350 cc motocross bike. An ideal combination between the lightweight agility of a 250 and the raw power of a 450, the FC 350 is the weapon of choice for top performance and maximum rider confidence, also thanks to the electric start system, resulting in an easy-handling and agile motorcycle that requires less effort to get to the top of the podium.



BENEFITS

- Perfect mix between 250 agility and 450 power
- Easy to control, less effort than the 450
- Power comparable to MX1 450 cc rivals
- Innovative solutions such as the composite rear subframe
- Effortless electric start system

DOHC CYLINDER HEAD

Superb engineering and manufacturing expertise combine to make the impressive engine that powers the FC 350 to the top of the power output charts. With peak power at over 50 hp, only the best components are used, such as ultra-lightweight titanium valves (only 22.4 g each on the intake and 22.7 g on the exhaust) and Diamond Like Coating (DLC) finger followers, which rocket the engine to a 13,000 rpm ceiling. The intake valves are 36.3 mm in diameter, while the exhaust valves are 29.1 mm. The yellow valve cover highlights the aggressive intentions of the FC 350 on the race track.

CYLINDER

The 57.5 mm stroke and 88 mm bore minimise oscillating masses giving the engine strong power, high revs and a very wide power band.

ENGINE CASES

The engine cases feature thin walls thanks to the pressure die cast production process. This advanced process offers great tensile strength and resistance to chipping, while significantly reducing weight compared to other casting methods. In an effort to save weight wherever possible and owing to the high-tech characteristics of the FC 350, the kick starter casting is not present. The historical Husqvarna logo adorns the gold finished crankcase covers that, as well as looking stylish, have a surface finish that reduces wear to a minimum.

TRANSMISSION

The FC 350 features a 5-speed gearbox that perfectly matches the power delivery of the engine, allowing riders to transfer all the power to the ground on every section of the track.

PISTON

The CP-Carrillo forged box-type piston combines maximum performance and reliability with minimum weight, only 270 g. The compression ratio is 13.65:1.

COUNTERBALANCE SHAFT

Vibrations are kept to a minimum on the FC 350 thanks to the multifunctional counterbalance shaft. The shaft is on the right side of the engine and cancels the inertia forces and contributes to the compact layout of the engine. It also drives the water pump and timing chain.

CLUTCH

Smooth clutch action for lightning-fast starts and consistent feel and performance during the longest motos are ensured by the CSS clutch (coil spring steel) and eight clutch plates. The compact design contributes to reducing overall engine size. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation, minimal lever force and low maintenance.

CRANKSHAFT

The crankshaft of the high-revving FC 350 engine has been designed to deliver 450-level power output and strong torque while maintaining durability and long service intervals (100 hours before changing conrod, conrod bearing and crank pin). For this reason the plain big end bearing and two force-fitted shells that run directly on the crank pin are lubricated by the engine's pressure lubrication. The entire crankshaft, together with the conrod, is produced by industry leader Pankl.



ENGINE

Exceptional power of 60 hp in a compact SOHC design layout delivers class-leading engine performance by maximising cutting-edge technology. The extremely wide power band and the exceptional torque of the FC 450's engine allows riders to confidently tackle any track, and the high-tech engine management system combined with the super-smooth 5-speed gearbox and light clutch action are sure to deliver race-winning performance at every level.

FC 450

The FC 450 takes Husqvarna back to the very top of Motocross. It is imbued with power and breathtaking force, encased in a lightweight and cutting-edge chassis. Thanks to the 60 hp power plant and a wave of torque throughout the entire rev range, the FC 450 is a supreme example of what Husqvarna stands for: raw performance at the pinnacle of motorsport. And with a chromoly frame matched to a composite rear subframe and electric start, it is also one of the most advanced motocross bikes on the market.

BENEFITS

- 60 hp SOHC engine: breathtaking power in a compact engine
- Composite rear subframe combined with chromoly frame for optimal handling characteristics
- DDS clutch system contributes to compact engine design
- Precise 5-speed gearbox for smooth shifting
- Electric start gets you back on track every time

CYLINDER HEAD

The FC 450's engine is characterised by a single overhead cam that actuates four lightweight titanium valves, only 32 grams each, via lightweight and rigid rocker arms (DLC-coated on the intake). The diameter of the intake valves is 38 mm, while on the exhaust it is 33 mm. The broad power band of the FC 450 stretches to 11,500 rpm, peaking at 60 hp while maintaining exceptional torque low down in the rev range. A three layer head gasket is used to guarantee durability.

TRANSMISSION

A lightweight 5-speed gearbox is fitted to the 450 engine to give maximum performance on the vast majority of tracks layouts.

PISTON

The König bridge-box-type piston weighs 330 g and has a bore of 95 mm, it has been developed to reduce engine vibration and optimise strength. The compression ratio is 12.6:1 for an amazing peak output of 60 hp.

CRANKSHAFT

High power output and torque require special attention in order to ensure durability and long service intervals (100 hours before changing conrod, conrod bearing and crank pin). That is why the 63.4 mm stroke, lightweight Pankl crankshaft of the FC 450 has a Pankl connecting rod with pressure lubricated plain big end bearing and two force-fitted shells that run directly on the crank pin.

ENGINE CASES

The compact dimensions and low weight of the FC 450's engine are due to the high pressure die cast production process, resulting in thinner wall thicknesses and a better surface finish. To reduce weight even further, the FC 450 engine case does without the kick start casting. The historical Husqvarna logo adorns the gold finished crankcase covers that, as well as looking stylish, have a surface finish that reduces wear to a minimum.

COUNTERBALANCE SHAFT

Vibrations are kept to a minimum on the FC 450 thanks to the multifunctional counterbalance shaft. The side-mounted shaft cancels inertia forces and drives the water pump and timing chain, contributing to the compact layout of the engine.

CLUTCH

An innovative DDS (damped diaphragm steel) clutch system is fitted to the FC 450 so as to achieve smooth action and easy control. The exclusive characteristics of this system include a diaphragm spring instead of coil springs, as well as an integrated damping system for better traction and durability. The one-piece steel rivetless design of the basket allows the use of thin steel liners and contributes to the narrowness of the engine. Riders of all levels will appreciate the precise Brembo hydraulic system for its perfect clutch modulation, low lever force and low maintenance.

MOTOCROSS
MODELS
2014



TC 85 17"/14"



TC 85 19"/16"



TC 125



TC 250

ENGINE				
ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke
DISPLACEMENT	84,9 cc	84,9 cc	124,8 cc	249 cc
BORE/STROKE	47/48,95 mm	47/48,95 mm	54/54,5 mm	66,4/72 mm
STARTER	Kickstarter	Kickstarter	Kickstarter	Kickstarter
FUEL SYSTEM	Keihin PWK 28	Keihin PWK 28	Keihin PWK 38S AG	Keihin PWK 36S AG
CONTROL	Rotation speed dependent exhaust flap	Rotation speed dependent exhaust flap	Exhaust control	Exhaust control TVC
LUBRICATION	Mixture lubrication 1:40	Mixture lubrication 1:40	Mixture oil lubrication 1:40	Mixture oil lubrication 1:60
TRANSMISSION OIL	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex	Motorex
TRANSMISSION	6 gears	6 gears	6 gears	5 gears
GEAR RATIOS	11:29 14:28 16:26 19:26 21:25 20:21	11:29 14:28 16:26 19:26 21:25 20:21	13:32 15:30 17:28 20:28 19:23 22:24	14:28 15:24 18:24 21:24 22:21 -
PRIMARY RATIO	19:66	19:66	23:73	26:72
FINAL DRIVE	14:46	14:49	13:50	13:48
COOLING	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, Formula hydraulics	Wet multi-disc clutch, Formula hydraulics	Wet multi-disc clutch, Magura hydraulics	Wet multi-disc DDS-clutch, Brembo hydraulics
IGNITION	Moric digital 2M1	Moric digital 2M1	Kokusan	Kokusan

CHASSIS				
FRAME	Double grinded central double-cradle-type frame	Double grinded central double-cradle-type frame	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Aluminium	Aluminium	Cross-linked Polyamide	Cross-linked Polyamide
HANDLEBAR	Tapered aluminium, Ø 28/22 mm	Tapered aluminium, Ø 28/22 mm	Renthal, Aluminium Ø 28/22 mm	Renthal, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP Upside-Down Ø 43 mm	WP Upside-Down Ø 43 mm	WP-USD, Closed Cartridge, Ø 48 mm	WP-USD, Closed Cartridge, Ø 48 mm
REAR SUSPENSION	WP-PDS mono shock	WP-PDS mono shock	WP-Monoshock with linkage	WP-Monoshock with linkage
SUSPENSION TRAVEL FRONT/REAR	270/300 mm	270/300 mm	300/317 mm	300/317 mm
FRONT/REAR BRAKE	Disc brake Ø 220/210 mm	Disc brake Ø 240/210 mm	Disc brake 260/220 mm	Disc brake 260/220 mm
FRONT/REAR RIMS	1.40 x 17"; 1.60 x 14" Alu	1.60 x 19"; 1.85 x 16" Alu	1,60 x 21"; 2,15 x 19" DID	1,60 x 21"; 2,15 x 19" DID
FRONT/REAR TIRES	70/100 x 17"; 90/100 x 14"	70/100 x 19"; 90/100 x 16"	80/100-21"; 100/90-19"	80/100-21"; 100/90-19"
CHAIN	428	428	520	520
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	66°	66°	63.5°	63.5°
TRIPLE CLAMP OFFSET	14 mm	14 mm	22 mm	20 mm
WHEEL BASE	1,290 mm ± 10 mm	1,290 mm ± 10 mm	1,480 ± 10 mm	1,480 ± 10 mm
GROUND CLEARANCE	352 mm	377 mm	395 mm	385 mm
SEAT HEIGHT	855 mm	890 mm	992 mm	992 mm
TANK CAPACITY	ca. 5 Liter	ca. 5 Liter	7.5 l	7.5 l
WEIGHT, READY TO RACE	approx. 68 kg (without fuel)	approx. 69 kg (without fuel)	approx. 92.3 kg (without fuel)	approx. 97.8 kg (without fuel)



FC 250

ENGINE			
ENGINE TYPE	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	249.9 cc	349.7 cc	449.3 ccm
BORE/STROKE	78/52.3 mm	88/57.5 mm	95/63.4 mm
COMPRESSION RATIO	13.9:1	13.65:1	12.6:1
STARTER/BATTERY	Electric starter / 12V 3Ah	Electric starter / 12V 3Ah	Electric starter / 12V 3Ah
TRANSMISSION	5 gears	5 gears	5 gears
FUEL SYSTEM	Keihin EFI, throttle body 44 mm	Keihin EFI, throttle body 44 mm	Keihin EFI, throttle body 44 mm
CONTROL	4 V / DOHC with finger followers	4 V / DOHC with finger followers	4 V / SOHC with rocker levers
LUBRICATION	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
GEAR RATIOS	13:32 16:32 17:28 19:26 21:25 -	14:28 16:26 18:24 21:24 22:21 -	16:32 18:30 20:28 22:26 24:24 -
PRIMARY RATIO	24:73	24:73	32:76
FINAL DRIVE	13:50	14:50	14:52
COOLING	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc CSS-clutch, Brembo hydraulics	Wet multi-disc CSS-clutch, Brembo hydraulics	Wet multi-disc DDS-clutch, Brembo hydraulics
IGNITION	Keihin EMS	Keihin EMS	Keihin EMS

CHASSIS			
FRAME	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel	Central double-cradle-type 25CrMo4 steel
SUBFRAME	Cross-linked Polyamide	Cross-linked Polyamide	Cross-linked Polyamide
HANDLEBAR	Renthal, Aluminium Ø 28/22 mm	Renthal, Aluminium Ø 28/22 mm	Renthal, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD, Closed Cartridge, Ø 48 mm	WP-USD, Closed Cartridge, Ø 48 mm	WP-USD, Closed Cartridge, Ø 48 mm
REAR SUSPENSION	WP-Monoshock with linkage	WP-Monoshock with linkage	WP-Monoshock with linkage
SUSPENSION TRAVEL FRONT/REAR	300/317 mm	300/317 mm	300/317 mm
FRONT/REAR BRAKE	Disc brake 260/220 mm	Disc brake 260/220 mm	Disc brake 260/220 mm
FRONT/REAR RIMS	1,60 x 21"; 2,15 x 19" DID	1,60 x 21"; 2,15 x 19" DID	1,60 x 21"; 2,15 x 19" DID
FRONT/REAR TIRES	80/100-21"; 100/90-19"	80/100-21"; 110/90-19"	80/100-21"; 110/90-19"
CHAIN	520	520	520
SILENCER	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63.5°	63.5°	63.5°
TRIPLE CLAMP OFFSET	22 mm	22 mm	22 mm
WHEEL BASE	1,495 ± 10 mm	1,495 ± 10 mm	1,495 ± 10 mm
GROUND CLEARANCE	375 mm	375 mm	371 mm
SEAT HEIGHT	992 mm	992 mm	992 mm
TANK CAPACITY	7.5 l	7.5 l	7.5 l
WEIGHT, READY TO RACE	approx. 104.1 kg (without fuel)	approx. 106.4 kg (without fuel)	approx. 107.6 kg (without fuel)



HUSQVARNA RACING

In 2014, Husqvarna will be fully committed to racing at the highest level in Motocross and Enduro. Factory backed teams will compete for the top step of the podium thanks to cutting-edge technology, well-organised and result-driven teams, and top-level riders.

As one of the world's oldest motorcycle manufacturers, Husqvarna is a brand steeped in offroad history. Dominating the Golden Era of motocross between 1960 and 1970, the then Swedish manufacturer built its iconic reputation being a pioneer of motocross. Husqvarna is set to make a welcome return to top-level motocross in 2014 with two factory teams, one in the brand new MXGP class and one in the MX2 World Championship. Representing Husqvarna in the prestigious MXGP class will be ICE1 Racing. Team owner Kimi Räikkönen has been enthusiastic about this new challenge from the very beginning and together with the racing experience of team manager Antti Pyrhonen they are eager to achieve great success. South African Tyla Ratray and Australian Todd Waters will spearhead ICE1 Racing's MX1 assault.

As a former World Motocross Champion with Husqvarna, it's fitting that Jacky Martens' Wilvo Nestaan Husqvarna Factory Racing team will represent Husqvarna in MX2. His wealth of experience and ability to bring young, talented riders to the forefront of motocross is invaluable. The full factory FC 250s will be ridden by two of the most promising stars of the world circuit, French rider Romain Febvre and Russian hero Alexander Tonkov.

Success in the Enduro World Championship is in the heart of Husqvarna's past two decades in motorsport. From 1990 to 2011, Husqvarna won 24 Rider World Championship titles and

25 Manufacturer World Championships. The significant past success will be the motivation to continue the tradition in 2014. The Husqvarna Factory Racing team will fight for top honours in every category with legendary team manager, and one of the founders of Husaberg, Thomas Gustavsson, as leader of the team. 2012 Enduro 2 World Champion, and former MX3 World Champion, Pierre Alexandre Renet, will be the star of the team. Other top riders will compete alongside him in all categories including Swedish Joakim Ljunggren, promising young riders Loic Larrieu from France and Jamie McCanney from UK, and Italian Thomas Oldrati, ensuring Husqvarna will be well represented at the start of the 2014 Enduro World Championship season. With Husaberg well known for their Junior class success, nurturing up-and-coming talent and leading them to international sporting success will remain one of the Husqvarna Factory Racing team's goals.

The Husqvarna Extreme Racing team will be a strong contender in the most exciting and challenging extreme races. With Erzberg Rodeo hero Graham Jarvis on board and promising Spaniard Alfredo Gomez, a team of highly motivated world-class riders will be at the start of the world's toughest hard enduro races under the guidance of team manager Xavier Galindo.

Racing is in Husqvarna's DNA, it is an integral part of the brand's heritage. With highly motivated team members and riders, top-notch technology, and the full support of the Company, 2014 is sure to be an exciting year in motorsport.





01



02



03



04



01 FACTORY TRIPLE CLAMP
02 CNC ENGINE PARTS
03 FLAME BRAKE DISC + REAR BRAKE DISC PROTECTOR
04 PHDS PROGRESSIVE HANDLEBAR DAMPING SYSTEM

Husky Power – that means special parts and accessories developed by specialists to the same high quality specifications as the new Husqvarna bikes themselves. The new Husky Power range comprises all you need for aesthetic and performance tuning at the highest stage – perfectly matched to the bike. Individualization down to the last detail and top performance is guaranteed for every bike and every rider's style – from beginners to pros.

01 FACTORY SILENCER
02 FACTORY HEADER
03 REAR BRAKE DISC PROTECTOR
04 FACTORY OIL PLUG
05 HANDBRAKE CYLINDER AND HYDRAULIC CLUTCH COVER
06 FLAME BRAKE DISC 260 MM
07 FLAME BRAKE DISC 220 MM
08 FRONT BRAKE DISC GUARD
09 SKID PLATE
10 ALUMINIUM HANDGUARDS



MODEL RANGE
OFFROAD 2014

HUSKY POWER





01



02



03



04



05



06

01 HQV FX SHIRT 14
02 HQV FX PANTS 14
03 HQV RACING JACKET 14
04 HQV RACING GLOVES 14
05 HQV RACING HELMET 14
06 HQV RACING GOGGLES 14

Husky Style is the brand-new Husqvarna clothing line perfectly matching the new design of the Husqvarna bike range. This collection ranges from trendy casual outfits and accessories for everybody next to lifestyle and fan items to riding gear including enduro and motocross gear, helmet, goggles and gloves. Following Husqvarna's heritage the casual collection not only offers the new Husqvarna team and basic wear but also t-shirts and hoodies with retro prints.

01 HQV RACING HELMET 14
02 HQV RACING GOGGLES 14
03 HQV RACING SHIRT 14
04 HQV RACING PANTS 14
05 HQV RACING GLOVES 14

02



01



03



05



04



MODEL RANGE
OFFROAD 2014

HUSKY STYLE

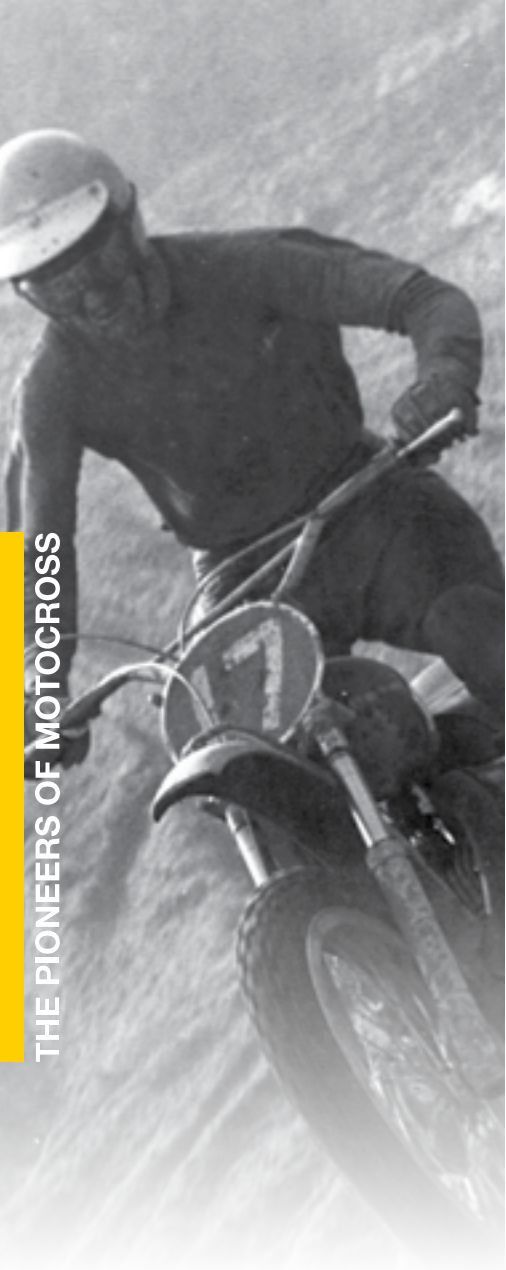




CUSTOMER SPORTS

Husqvarna is back and will break fresh ground to give new life to the field of customer sport. As one of the world's oldest motorcycle manufacturers, with deep roots in offroad sport and as a pioneer of motocross, the combination of tradition and innovation promises unique and fascinating riding experiences on premium motorcycles. From 2014, Husqvarna can be experienced at exceptional locations, with professional guides and under unique conditions!





THE PIONEERS OF MOTOCROSS



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