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TRIALS &

ENDURO

NEWS



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Husqvarnas On Parade

Husqvarna Motorcycles offroad model year 2013.

ENDURO

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.

After a successful and record-breaking year not only in the U.S., but worldwide, Husqvarna announces a refined line of 2013 off-road motorcycles that will continue the growth of the BMW owned brand. Eleven revamped models are on their way to the North American market, carrying sleek new upgrades that are sure to entice off-road enthusiasts from casual dual-sport riders to dedicated racers.

Husqvarna 2013 Model Line Summary

Husqvarna's signature "Red Head," which made its debut on the 2012 TC250 is central to the 2013 model year lineup. All 250/310 engine platforms now come with the Red Head DOHC design, including a new F1-inspired lightweight piston, new cylinder and Keihin EFI. The finger-follower valve train of the Red Head replaces the previous shim-and-bucket design. New cams allow longer valve lift while larger diameter valves get air and fuel moving quicker (titanium valves on TC models).

Red Head along with revisions to velocity stack and new exhaust equal significant power improvement across the board on the cross-country TXC250R, TXC310R and TE310R (dual-sport).

"R" added to the model name indicates the Red Head. Both TXC models (250/310) are also made more aggressive with a new ECU map and revised suspension settings. Kayaba 48mm closed-cartridge fork is upgraded to USA-developed specifications.

CR two-strokes return with black grips, handlebar pad, updated graphics and improved sticker quality.

Husqvarna has announced that the CR125 and WR125 two-strokes will once again come with a free 144cc top-end including cylinder and piston—269cc for the price of 125!

TC/CR Motocross/GP

- CR125 comes with 144cc top-end kit.
- TC250R upgraded to stronger WP radiator
- Keihin EFI on TC250R eliminates need for hot start lever.
- TC250R receives magnetic oil sump plug.
- Model year '13 changes include: black grips, handlebar pad, updated graphics and improved sticker quality.

Suggested retails:

2013 Husqvarna TC250R \$7,199

2013 Husqvarna TC449 \$7,999

2013 Husqvarna CR125 \$6,299

TE310R



TE310R



WR200



TE511



WR125



TC250R



AlienAUTOPSY

A motorhead's guide to the trickiest bikes - Andrew DeLong's Husqvarna TXC 310



TECH

Ty Davis is no longer running Husqvarna's race effort, so that responsibility now falls on former east coast off-road star Fred Andrews. Freddie has enlisted the services of Pennsylvania enduro rider Andrew DeLong to ride a TXC 310 in the enduro series. DeLong is a relatively big kid as woods racers go, and the 310 is more suited to him than Husky's 250F.

FAR Husqvarna is one of the few teams to run Pro Circuit exhaust systems in the enduro series, and DeLong uses the Ti-4 system with the mandatory spark arrestor.

As far as suspension goes, Genuine Dirt Racer in North Carolina preps the KYB forks and shock. Meanwhile, mechanic Joey Mauer does all the engine work, but says he tries to keep it simple.

Enduro Engineering brush deflectors protect the handle grips, while DeLong relies on RK chains, SuperSprox sprockets, and DP brake pads.