

DIRT DRIVER

BONUS!

3-D Goggles Inside
Prepare To Get Roasted!

PAGE 50 >>

WHAT TO DO IF ...

25 WAYS TO
IMPROVISE WHEN
EVERYTHING
GOES WRONG

FIRST TESTS

2013 KTM SX-F MODELS

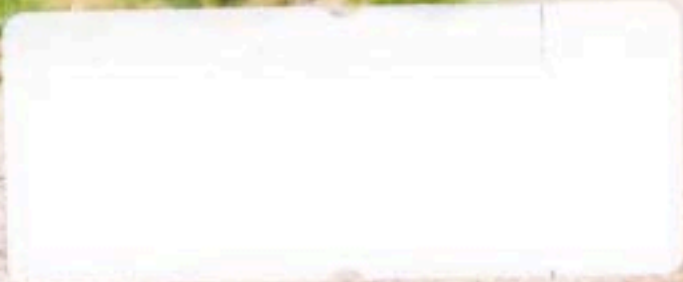
2013 HUSQVARNA TC250R

ASHLEY FIOLEK'S ROCKET CRF250R

ENDUROCROSS TRICKERY

FACTORY ARMOR FOR THE
TOUGHEST RACERS

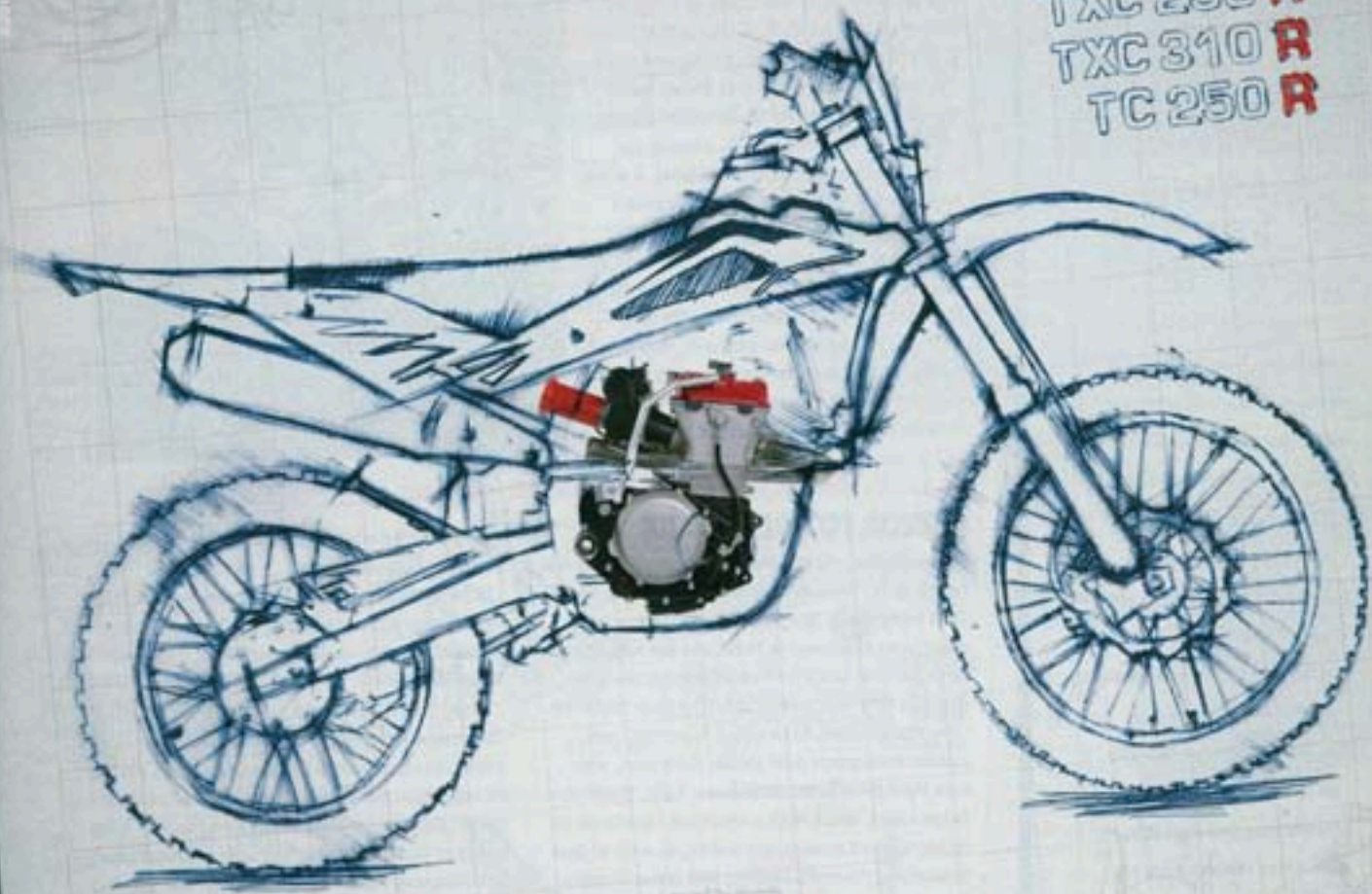
+ 4 THINGS TO CHECK WHEN
YOUR BIKE WON'T START



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FIG. 1

TE310 **R** [RIDE MORE]
TXC 250 **R**
TXC 310 **R**
TC 250 **R**



HUSQVARNA 2013: THE POWER TO RiDE MORE.



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Husky has 11 new reasons to RiDE MORE.
www.husqvarna-motorcyclesNA.com/2013.php





GEICO HONDA'S GEOFF AARON

Geoff's bike started life as a 2012 Honda CRF250R, then it got the Christini AWD treatment, meaning this machine drives both wheels when the going gets tough. Litz Racing on the East Coast builds Geoff's motors. The guys there custom grind the cam and heavily rework the valvetrain along with some custom EFI mapping. It isn't a big bore, it stays a 250, but thanks to the engine mods it pumps out huge power. Factory Connection does the suspension work, and Geoff uses the largest size Kenda Triple Sticky tires he can fit on the bike. The rear wheel gets a drilled-out mousse while the front gets a non-drilled mousse insert. Geoff runs the Rekluse manual clutch and sometimes uses the EXP from Rekluse as well. Making that clutch pull even easier is a Magura hydraulic setup. Gearing is 12/50 with Supersprox sprockets. An FMF exhaust system rounds out Geoff's bike.



HUSQVARNA'S KYLE REDMOND

Kyle currently rides and races a 2012 Husqvarna TXC310 and will soon be racing the 2013 model with the Red Head engine. Kyle's mapping comes from Husky, and it helps clean up the bottom-end response and gives the bike more torque off idle while still working well on top. The electric start comes off and a lot of the wiring harness with it. Stillwell Performance does the suspension, and the experts there make it a little stiffer, with the initial part of the stroke plush; Kyle likes the suspension to stay up in the stroke. An FMF exhaust replaces stock, and Kyle cuts the back Dunlop MX51 to improve traction and uses Tire Balls instead of a tube. Up front he runs a Dunlop MX71 with a mousse insert. Gearing comes in the way of a 12-tooth countershaft sprocket and a Dirt Tricks 49-tooth sprocket out back. A T.M. Designworks chain guide keeps the chain in line, and a Rekluse manual clutch puts the power to the wheel. An Enduro Engineering skid plate and hand guards offer protection, and Kyle holds on through AME grips. **DR**

WANT MORE?

CHECK OUT WWW.DIRTTRICKS.COM AND WWW.ENDUROCROSS.COM FOR ADDITIONAL INSIGHT AND ENDUROCROSS TRICKERY.

GETTING STRONGER WITH EACH YEAR

2013 HUSQVARNA TC250R

Story And Photos By Adam Booth



The in-mold graphics in the plastic are a nice touch, and they don't tear or fade.



While the TC, TXC and TE models share the "Red Head" engines, only the TC uses titanium valves.



The stock spark arrester can be removed for full meta applications.

For the model year 2013, the Husky TC250R's changes weren't nearly as radical as they were in 2012 when the bike received a new cylinder head with bigger titanium valves, Keihin fuel injection, a redesigned frame and KYB suspension, transforming the old TC250R into a machine that was much more in the "hunt." Changes to the 2013 powerplant come in the way of a stiffer crankshaft and a repositioned oil sump plug, which is magnetic, larger radiators and the hot-start is on the throttle body. Updated mapping this year also boosts bottom-end power.

The TC250 loves a full kick to fire up; don't just stab at the kickstarter, you'll make yourself crazy! And when it does come to life don't worry about the engine noise—it does have oil in it, it just kind of sounds like it doesn't (the valvetrain on the Red Head motor has a unique sound). With only a crank change, the motor is the same as it was in 2012. You have to be proactive with shifting and keep the TC in the revs or it can be quick to fall on its face. It loves to be treated a lot like a 125 two-stroke and live up near the rev-limiter. The TC250R

engine is also slow-revving with a lot of engine-braking. If you chop the throttle, it feels like you just stepped on the brake. We adapted by always leaving the throttle twisted just a bit, especially when coming into corners. The titanium Akrapovic exhaust with its resonance chamber is beautiful but has an internal spark arrester and is quieter than most, meaning there is more power hidden in the engine. Removing the spark arrester helps the system flow and boosts power.

Every single rider comes back pleasantly surprised by the overall handling of the Husky and praises the cornering characteristics; it goes where you aim it without surprises. It doesn't push or knife under; it is a balanced machine that stays in a straight line no matter what the track does underneath it. The suspension works well on hard hits, overjumps and G-outs, making it jump with confidence. When the track gets choppy with small braking bumps and acceleration bumps, the suspension gets busy and harsh. If the track is soft and loamy, the initial harshness isn't an issue. The tall and stiff knobs of the Michelin soft-terrain tires amplify the harshness of the suspension and

don't work well unless you're truly riding terra firma that is loamy; they roll and slide on hardpack, which is frightening on jump faces. Brake power is plenty with the Brembo dual piston caliper and a 260mm Braking rotor up front.

Overall the Husky is close to being part of the cool lunch table at school. It is easier to ride with a friendly power delivery, and most of all, it is fun. Husky owners need to be proactive with maintenance and check all the bolts carefully; our right-hand crankcase bolts came loose enough to allow a lot of oil to leak. We then had issues with the fuel pump seal on the tank dripping gas onto the engine because the plastic tank had some distortion around the seal area, letting gas pass no matter how tight the bolts were. Now that we've sorted those issues out, up next for the 2013 Husky is the Dirt Rider 250F shootout! **DR**

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