

INSIDE THE CHAMP'S KX250F

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ACTIVITIES MAGAZINE

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250 SHOOTOUT!
& THE WINNER IS...
CARMICHAEL IS BACK
WITH THE FASTEST
SUZUKI EVER!!!

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**ALL NEW,
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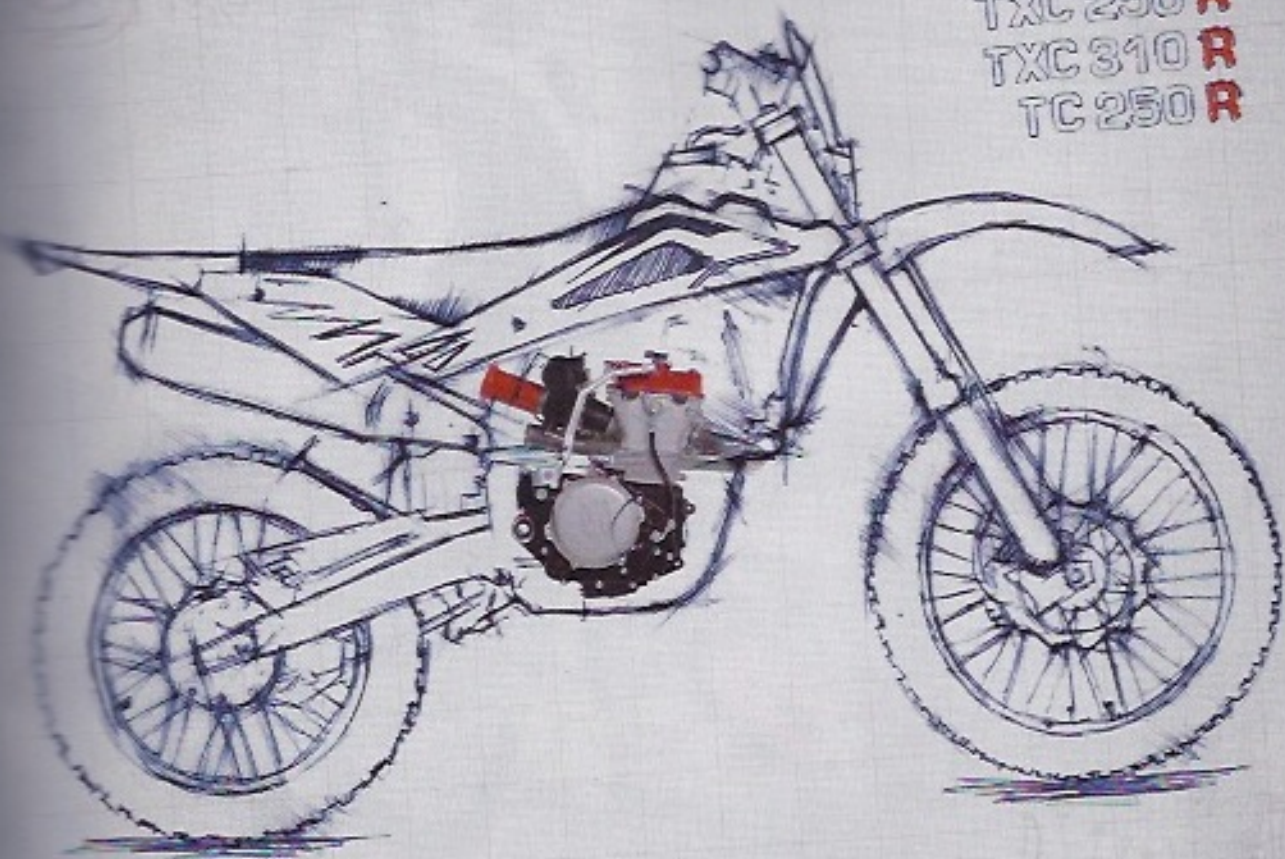


**MOST
POWER EVER!**



FIG. 1

TE310 R [REDFEAD]
TXC 250 R
TXC 310 R
TC 250 R



**HUSQVARNA 2013:
THE POWER TO RIDE MORE.**



Dual-Sport. Cross Country. Motocross.
Husky has 11 new reasons to RIDE MORE.
Go inside Husqvarna's new Red Head at
www.husqvarna-motorcyclesNA.com/2013.php



SIXTH PLACE: HUSQVARNA TC250

In a word: slow. Finishing last place is never fun, but some brand had to be slapped with the negative distinction. In a way, we feel a tinge of sadness for calling out the Husqvarna TC250. Finishing sixth out of a possible six places doesn't tell the entire story. We credit the Italians for their forward-thinking ideas and road-race-inspired concepts. Their flair for developing a miniscule engine with enough power output to challenge the competition is impressive. The steel frame harks back to a time when chromoly was the go-to material for its mixture of balance and rigidity (we still love steel frames). The TC250, much like Husqvarna itself, is a melting pot of tried-and-true technology and futuristic ideas.

Unfortunately, it's impossible to overlook the numerous shortcomings of the 2013 Husqvarna TC250. It's a tall and heavy bike with funky gearing, a mild powerband and forks that are harsh. The TC250 can be dialed in, but not without a serious strain on your wallet.

Engine: The "Red Head" engine, named after the red cylinder head, is small and short on power. Don't get us wrong, the TC250 is competitive in the right hands, but it takes an extra tooth on the rear sprocket and an aftermarket exhaust to really open up the powerband. It's a challenge for any skill level rider to maximize the engine's ability, because there's not much of a powerband to speak of. At least Husky can stick a feather in its cap for making more power on the dyno than the 2013 Yamaha YZ250F.

Suspension: The Kayaba forks are set up for fast and/or heavy riders. The stiff 0.47 kg/mm fork springs do a good job handling whatever comes their way, but there is too much oil in the chambers. We drained 20cc of oil out of each fork leg and found comfort. As for the Kayaba shock, we couldn't come to terms with the feel. After attempting to dial in the rebound and settle the shock, we still couldn't find a remedy. Instead, we chalked it up to a chassis-related issue.

Handling: The front end has difficulty staying glued in corners, which caused test riders to stomp their inside foot and pivot to make the turn. The tall chassis is also uncomfortable for most riders. Fixing the forks will aid in the overall handling of the TC250, but it's still a far cry from the other bikes in its class.

The word: We commend the Italians for stepping up to the plate and challenging the Big Five. The TC250 is unique in design and unusual in performance. That's not always a good thing, but they're on the right track.

Horsepower: 37.86 (at 11,000 rpm)

Weight: 229 pounds

Price: \$7,599

Powerband: Sixth

Suspension: Sixth

Handling: Sixth

Brakes: Second

Clutch: Third

Durability: Sixth

