

MY 10 CROSS Enduro^{2T 4T}

product guide



www.husqvarna-motorcycles.com

 **Husqvarna**

Husqvarna = Off-Road History

From motocross to enduro to dual-sport to cross country and desert, Husqvarna has been the undisputed off-road champion since 1903. Renowned for distinctive styling and innovative design, Husqvarna has never been content to rest on their laurels and is always seeking new technical solutions. For 2010 the Husqvarna engineering team targeted reduced weight, greater reliability, higher performance and improved handling for every new model. That uniquely Husqvarna design further sets these exciting new machines apart from the competition. The new 2010 lineup benefits from seven new Enduro, two new Motocross, and three new Cross Country models which far exceed the expectations of hard to please off-road purists — each one a true replica of the works machines raced by Husqvarna's World Championship factory team riders.





MY 2010 Enduro^{2T 4T} product guide

The 2010 Husqvarna Enduro Models

Husqvarna is intrinsically linked to the sport and passion of Enduro racing and has been synonymous with victories and mile after mile of off-road riding in the world's most challenging conditions. Thanks to decades of experience, Husqvarna continues to lead the field by designing and manufacturing state-of-the-art Enduro machines.

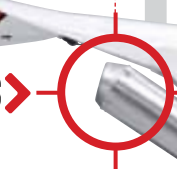
The new 2010 Husqvarna Enduro range has benefited from tireless testing and input by official team riders such as Antoine Meo, Seb Guillaume and Bartoz Oblucki, as well as GNCC pro Glenn Kearney. Champions in the field. Champions at testing. Thanks to their feedback, the new Husqvarna Enduros feature all new suspension and frames for improved handling as well as new exhaust systems for crisper engine response.

And if that's not enough, there's a completely new fuel-injected TE 250 that's raring to be put to the test!

NEW SILENCER



PLUS



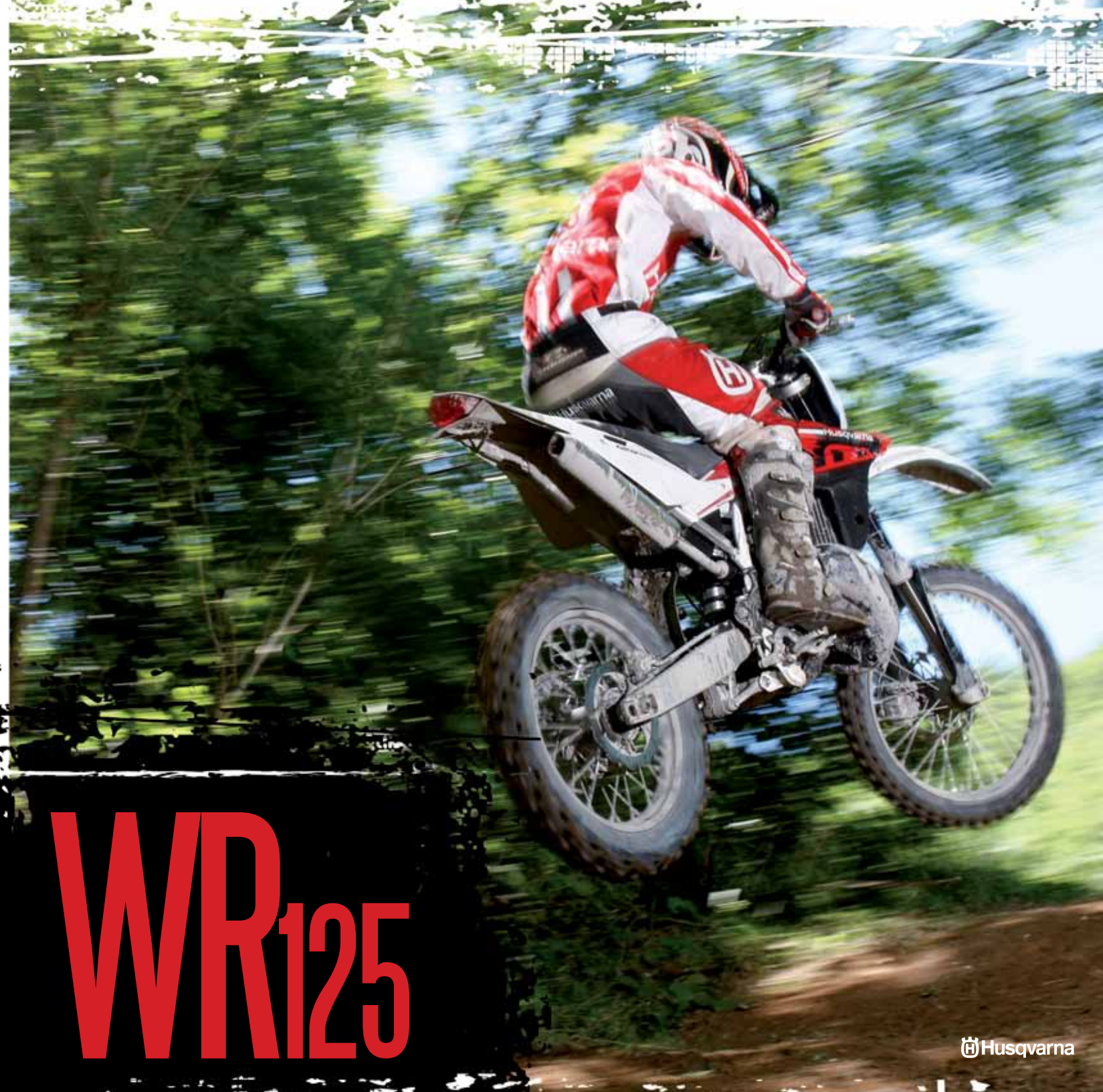
MY 10 EnduroRO^{2T} WR125



NEW SOLUTIONS

**50mm MARZOCCHI FORKS — SACHS REAR SHOCK — IMPROVED FRAME —
REVISED PIPE & SILENCER — IPD GRAPHICS — LED TAILLIGHT**

Good things often come in small packages and the WR125 proves the point again for young riders wanting to get a start in enduro racing. Light, powerful, maneuverable and stable, the WR125 does it all. After winning countless national championship events, the WR125 has become the class benchmark. The 2010 model benefits from a redesigned chromoly trellis frame with improved geometry, enhanced engine mounts, and vital reinforcements at key stress points. A new exhaust system betters low-rev engine response while a new Arrow silencer that will pass all the sound checks. The WR125 is now fitted with a 50mm Marzocchi fork that's matched with a Sachs remote reservoir rear shock. Plastics are more flexible and stronger and distinctive Husqvarna graphics have been integrated directly into the bodywork using new "IPD" (in-mold plastic decoration) technology. Rear fender hosts a new high intensity LED light cluster.



WR125

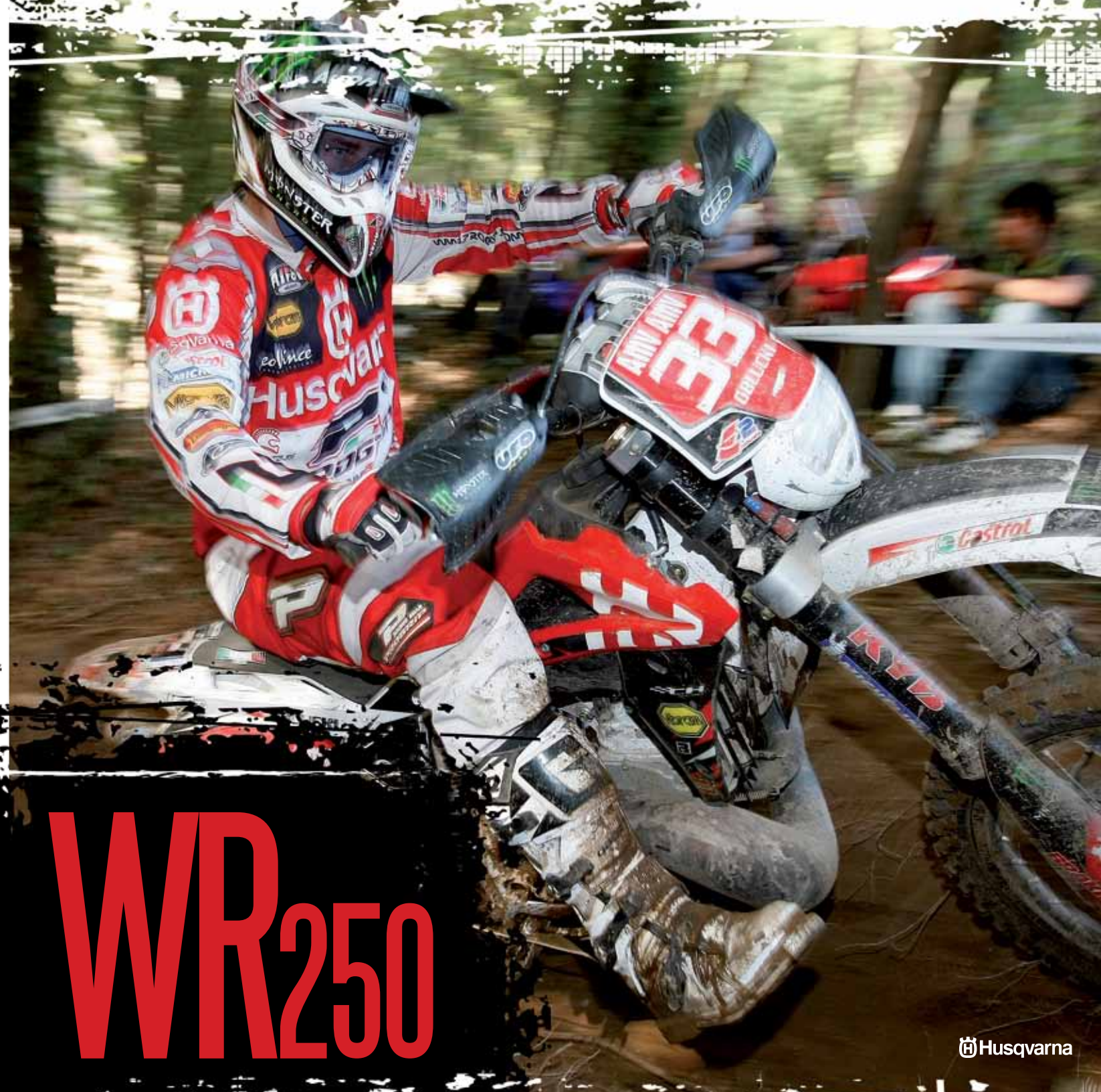
MY 10 EnduroRO^{2T} WR250



NEW SOLUTIONS

48mm KAYABA FORKS — NEW TRIPLE CLAMPS — REVISED PIPE — IPD GRAPHICS — NEW PLASTICS

Light, maneuverable and powerful, the WR250 is the 2-stroke choice for champions. Ridden superbly by Bartoz Oblucki in the World Enduro Championships, it's the only 2-stroke capable of competing against modern 4-strokes. The 2010 WR250 is updated with new 48mm Kayaba forks with fully adjustable compression and rebound settings. These high performance cartridge style units feature a 28mm piston that provides excellent force absorbing characteristics and improved rider feel — all of it neatly snugged into new triple clamps. Engine response improvements boast a wider powerband and smoother low-rev power delivery, thanks in large part to exhaust system upgrades. Meanwhile the WR250's tank and side-graphics now feature the new IPD technology.



WR250

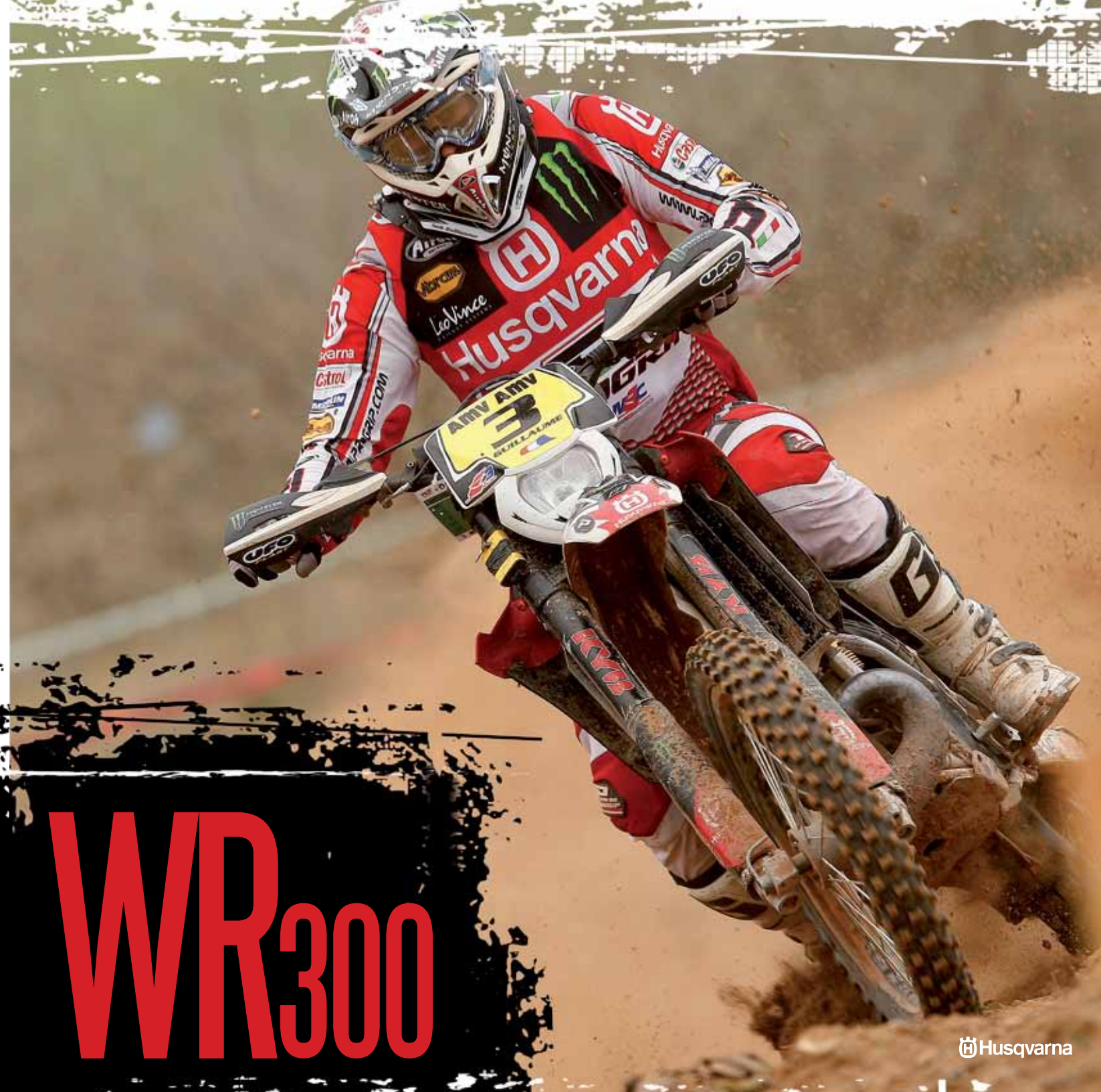
MY 10 Enduro^{2T} WR300



NEW SOLUTIONS

48mm KAYABA FORKS — EXHAUST PIPE — IPD GRAPHICS — PLASTICS

The WR300 started life as a hop-up kit for the WR250, but in 2008 it became a full-fledged Husqvarna family member and has been hugely popular ever since. A perfect replica of the works bike raced by Seb Guillaume in the World Enduro Championship E3 Class, and stateside GNCC racer Glenn Kearney, the WR300 has been a real force against bigger 4-stroke rivals. The WR300 offers broad, progressive, “user friendly” power that makes it more than capable of superb performance when all out power is what the situation demands! First class Kayaba and Sachs suspension components ensure that all of that power is delivered to the ground when you need it. The suspension package has been carefully calibrated to handle slower, rougher terrain with finesse. Based on what Husqvarna’s factory race team has learned at World Enduro Championship events, the WR300’s exhaust has been completely redesigned and, like the entire 2010 Husqvarna range, the machine enjoys an upgrade from stronger plastic bodywork and IPD graphics.



WR300

MY 10 EnduroRO^{4T} TE250

new

STREET
LEGAL

NEW ENGINE 250CC
injection



PLUS >



NEW SOLUTIONS

FUEL-INJECTION — 48mm KAYABA FORKS — NEW TRIPLE CLAMPS — REINFORCED FRAME —
SHORTER SWINGARM — FRONT HEADLIGHT — LED TAIL LIGHT — IPD GRAPHICS — PLASTICS

new

Let the revolution begin! The throbbing heart of the completely new TE250 is a 250cc 4-stroke weighing in at an incredibly low 48.5 lbs. [22 Kg]! Ridiculously low weight aside, this powerplant benefits doubly from Mikuni fuel injection and an electric starter — making for an accurate replica of the factory works machine that put Antoine Meo on the E1 podium many times during World Enduro competition. The TE250's revolutionary engine is 13% smaller than the previous version, yet it delivers significantly more power, a broader, more progressive torque curve, and immediate throttle response when you need it most.

This liquid-cooled 4-stroke features a 79mm x 50.9mm [bore & stroke] for a 249.5cc displacement. Four titanium valves are driven by dual overhead combined chain/gear drive cams. The 6-speed constant mesh gearbox features a dry sump lubrication system. It's completely redesigned frame is lighter and mates beautifully to new body panels designed to make the TE250 even more compact, slim and manageable. New 48mm Kayaba forks [and new triple clamps] work in unison with a Sachs rear shock. An asymmetrically extruded box section aluminum swingarm has been added for improved handling, while oversized Brembo wave design discs make sure that the TE250 stops as well as it goes!

STREET
LEGAL

TE250

MY 10 Enduro 4T TE310

STREET
LEGAL



NEW SOLUTIONS

REINFORCED FRAME — SHORTENED REAR SWINGARM — IMPROVED RADIATOR CONNECTORS AND HOSES — WATER PUMP — IPD GRAPHICS — PLASTICS — FRONT HEADLIGHT — LED TAILLIGHT CLUSTER

Husqvarna engineers created the TE310 for riders who wanted a powerful, easy-to-ride 4-stroke with a “sweet spot” displacement over 250cc but less than 450cc. Right out of the gate the TE310 formula proved a hit and turned out to be the surprise of 2009, winning magazine shoot-outs around the globe. Acclaimed by some editors as “the best all-around 4-stroke Enduro bike”, its success will no doubt continue in 2010 thanks to a host of features and improvements in both the frame and engine departments. A new 15mm shorter swingarm improves traction and the progressive suspension tracks true through a combination of 50mm Marzocchi forks and a proven Sachs shock. New radiator hoses and improved connectors and more powerful water pump improve cooling and boost performance. And like the other members of the Husqvarna Class of 2010, body panels are constructed from stronger, more flexible plastic and the rear fender features an integrated high-intensity LED taillight.



TE310

MY 10 EnduroRO^{4T} TE450

NEW REAR RACING MUDGUARD



PLUS

NEW SOLUTIONS

48mm KAYABA FORKS — NEW TRIPLE CLAMPS — IMPROVED RADIATOR CONNECTORS & HOSES — WATER PUMP — IPD GRAPHICS — PLASTICS — FRONT HEADLIGHT — LED TAILLIGHT CLUSTER

The class winning TE450 is an exact replica of the official Husqvarna factory bikes competing in Enduro and Rally championships around the world. The 2010 version has been modified to improve handling and enhance rideability. New features abound, including 48mm Kayaba forks with redesigned triple clamps, a 15mm shorter swingarm and a Sachs rear shock that's been improved with new settings. New body panels have IPD (in-mold plastic decoration) graphics and are made of stronger, more flexible plastic. The front and rear lights are more powerful. The TE450 also features new wheel hubs, spindles and rear disc. And as with all the 2010 Husqvarna twin-cam engines, the TE450 benefits from new radiator hoses, connectors, and a more powerful water pump that improves cooling and increases performance.

STREET
LEGAL

TE450

MY 10 Enduro 4T TE510

NEW LOOK



PLUS



NEW SOLUTIONS

48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME — SHORTER SWINGARM — RADIATOR HOSES & CONNECTORS — WATER PUMP — IPD GRAPHICS — PLASTICS — FRONT HEADLIGHT — LED TAILLIGHT CLUSTER

The TE510 is Husqvarna's most powerful Enduro machine. Mikuni fuel injection and a coffee can-sized piston make for explosive power, yet weight has been trimmed to the bone. Both pro and amateur level riders alike get the most out of this big bore bike. The new 48mm Kayaba forks are fully adjustable with a high performance 28mm piston cartridge that provides excellent big hit absorbing characteristics and better overall sensitivity. Further enhancing handling performance is a 15mm shorter swingarm. Meanwhile the frame has also been reinforced at critical points, and as on all twin-cam enduro models the TE510 has new radiator hoses, connectors, and a high-efficiency water pump. All new stronger, more flexible body panels feature IPD graphics, front headlamp, and LED taillight cluster.

STREET
LEGAL

TE510

The 2010 Husqvarna Motocross Models

Throughout motocross history, all tracks lead to Husqvarna.

From introducing 2-stroke engines in the 1960s to leading the return of the 4-stroke revolution in the late '80s, Husqvarna continues to set the high water mark. Thanks to factory team development carried out by team manager/test rider Andrea Bartolini during the GP season, Husqvarna now offers a completely renewed range of 2010 MX machines. Redesigned, reinforced frames, new suspension and exhaust systems, and a modern, more aggressive look help Husqvarna stay on track leading the pack.

MY 10 CROSS 4T



NEW ENGINE 250CC
22kg
48.5 lbs

NEW SOLUTIONS

48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME — SHORTER SWINGARM —
IPD GRAPHICS — PLASTICS

In 2009, the TC250, nicknamed the “X Light” for the fact that it weighs in right at the class limit, was totally redesigned. Up until now, this “limited edition” model had only been sold to race teams, including Zip-Ty Racing’s Ty Davis. Following its brilliant debut in the European MX Championships, the 2010 version (which benefits from significant modifications vs. 2009) is now available to the rest of us. The X Light engine tips the scales at just 48.5 lbs. [22 Kg], and has more power and torque than its predecessor. A 15mm shorter swingarm delivers better traction while the Sachs shock has been dialed-in to race team specs. Sealed-cartridge 48mm Kayaba forks up front, with new triple-clamps, and upgraded wheel hubs and spindles complete the mechanical mods while new IPD (in-mold plastic decoration) graphics make the already slim bodywork even better.



TC250

MY 10 CROSS 4T TC450

NEW FORKS



PLUS



NEW SOLUTIONS

**48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME — SHORTENED SWINGARM —
RADIATOR CONNECTORS & HOSES — WATER PUMP — IPD GRAPHICS — PLASTICS**

MX3 class World Championship event wins by Christophe Martin and Alex Salvini served as a “real world” R&D test bed for the 2010 TC450. A proven winner by early 2008, the 2010 version of the TC450 benefits from smooth-as-silk action of the new 48mm Kayaba upside down forks, complete with AOS and Kashima coat treatment. Its triple clamps are also new, as is the 15mm shorter swingarm that improves stability and maneuverability. Greater engine performance and reliability is a result of updated carburetor settings, new radiator hoses, and a more efficient water pump. No matter how you size it up: nose to tail or side by side, the new TC450 takes already bleeding edge Husqvarna technology and raises master class performance to a lofty new level.

TC450



MY 10 CROSSCOUNTRY^{4T}

A detailed close-up of a Husqvarna motorcycle engine, showing the silver cylinder head, red valve covers, and various mechanical components like the carburetor and wiring. The engine is set against a dark, textured background.

New Husqvarna TXC For 2010.

In a relatively short time frame, Husqvarna has established a unique Cross Country class standard in America with the TXC model line. Our engineering and test team answered the call for specific cross-country models from day one and always sought to make improvements to the TXC concept by using the experience gained only from competition. In essence, the TXC is a hybrid motocross/enduro model where light weight, explosive power and supreme maneuverability of an MX bike benefits from the practicality of an electric starter and a wide-ratio 6-speed gearbox typical of the TE Enduro models. While nearly identical on the surface to the motocross specific TC models, the TXCs are modified with a host of hidden refinements making them frequent front fliers in Cross Country and Desert racing competition.

MY 10 CROSSCOUNTRY^{4T} TXC250

new

NEW ENGINE 250CC
injection



NEW SOLUTIONS

FUEL INJECTION — 48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME —
SHORTENED SWINGARM — IPD GRAPHICS — PLASTICS

new

The heart and soul of the TXC250 is a completely new fuel injected 4-stroke firebreather. At only 22 Kg (48.5 lbs.), this lightweight engine is without a shadow of doubt the point of reference for the Cross Country and Desert racing market. Compared with the 2008 TXC engine, this new 250 Husqvarna is far more compact: for example, the distance between the primary drive and the center case has been reduced by 16%, while the distance between the gearbox and the center case is reduced about 7%. Length, width and height have been decreased by 13% overall. The liquid-cooled 4-stroke engine features a bore & stroke of 79mm x 50.9mm that displaces 249.5cc. Four titanium valves are driven by dual overhead combined chain/gear drive cams and 6-speed constant mesh gearbox features a wet multi-plate clutch (7 plates – 6 driven) with dry sump lubrication. Making this story even better, TXC models feature kick and electric-start systems. Frames are significantly lighter with revised geometry for high speed stability and bodywork has been redesigned to be more compact and manageable. The TXC250 is also the lightest bike in its class, boosting its appeal and performance. A new Sachs “Soft Damp” rear shock with a new leverage ratio, progression curve and decreased frame load formula compliments perfectly an all new 48mm Kayaba fork and triple clamp combo. Beefy, ultra control Brembo wave rotor disc brakes make this package impossible to beat.

TXC250





NEW FORKS

PLUS >

MY 10 CROSSCOUNTRY 4T TXC450



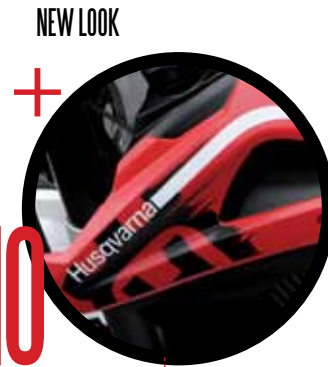
NEW SOLUTIONS

48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME — SHORTER SWINGARM —
IPD GRAPHICS — PLASTICS

The new TXC450 benefits from 48mm Kayaba upside down forks enhanced with stiction-reducing Kashima coat treatment for silky smooth function and control. New triple clamps and a 15mm shorter swingarm further improve the maneuverability and handling of this exciting cross country machine. Engine updates include all new carburetor settings, new radiator plumbing and a more powerful water pump for dramatically improved cooling and higher performance. New body panels are made of stronger, more flexible plastic and feature IPD graphics (in-mold plastic decoration).



TXC450



NEW SOLUTIONS

**48mm KAYABA FORKS — TRIPLE CLAMPS — REINFORCED FRAME — SHORTENED SWINGARM —
WATER PUMP — RADIATOR CONNECTORS & HOSES — IPD GRAPHICS — PLASTICS**

A favorite mount of reigning USDR champ Nick Burson, the TXC510 marks Husqvarna's return to true "desert master" status. For racers wanting more power, better stability at high speed and comfort on long rides, the 2010 version of the TXC510 has it all! Weight trimmed to the bone combined with explosive power ensures the greatest range of satisfaction whether you're a pro level racer like Nick or an off-roader looking for heaping helpings of Husky horsepower. There are new, stronger, more flexible plastic body panels with IPD graphics. Its new 48mm Kayaba fork is fully compression and rebound adjustable. Enhancing the "feel" further is the fact that the swingarm has been shortened by 15mm and the Sachs shock is dialed to all-out desert racing spec. And as on the twin-cam Enduro models, the TXC frames have also been reinforced at the critical points.



TXC510

							
	WR125	WR250	WR300	TE250	TE310	TE450	TE510
Engine	single cylinder, 2-stroke	single cylinder, 2-stroke	single cylinder, 2-stroke	single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves
Displacement	124.8 cc	249.3 cc	293.1 cc	249.5 cc	297.6 cc	449 cc	501 cc
Bore x stroke	54 x 54.5 mm	66.4 x 72 mm	72 x 72 mm	79 x 50.9 mm	83 x 55 mm	97 x 60.8 mm	97 x 67.8 mm
Gears	6	5	5	6	6	6	6
Starting	kick starter	kick starter	kick starter	electric and kick starter	electric and kick starter	electric and kick starter	electric and kick starter
Cooling	liquid	liquid	liquid	liquid	liquid	liquid	liquid
Ignition	analog	analog	analog	digital	digital	digital	digital
Carburetor	Ø 38 mm	Ø 38 mm	Ø 38 mm	Ø 42 mm	Ø 42 mm	Ø 42 mm	Ø 42 mm
Front brake	disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm
Rear brake	floating disc Ø 240 mm	floating disc Ø 220 mm	floating disc Ø 220 mm	floating disc Ø 240 mm	floating disc Ø 240 mm	floating disc Ø 240 mm	floating disc Ø 240 mm
Front suspension	Ø 50 mm Marzocchi upside-down	Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down	Ø 50 mm Marzocchi upside-down	Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down
Rear suspension	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber	Sachs progressive “soft damp” adjustable shock absorber
Front/Rear tires	90/90-21” / 120/90-18”	90/90-21” / 140/80-18”	90/90-21” / 140/80-18”	90/90-21” / 120/90-18”	90/90-21” / 120/90-18”	90/90-21” / 140/80-18”	90/90-21” / 140/80-18”
Total weight (DRY)	96 kg / 211 lbs	103 kg / 227 lbs	103 kg / 227 lbs	106 kg / 233.7 lbs	111 kg / 244.7 lbs	113 kg / 249.1 lbs	113 kg / 249.1 lbs
Wheelbase	1465 mm / 57.7”	1465 mm / 57.7”	1465 mm / 57.7”	1470 mm / 57.8”	1483 mm / 58.4”	1483 mm / 58.4”	1483 mm / 58.4”
Min. Ground clearance	315 mm / 12.4”	345 mm / 13.6”	345 mm / 13.6”	290 mm / 11.4”	300 mm / 11.8”	300 mm / 11.8”	300 mm / 11.8”
Seat height	980 mm / 38.5”	975 mm / 38.4”	975 mm / 38.4”	950 mm / 37.4”	963 mm / 37.9”	963 mm / 37.9”	963 mm / 37.9”
Fuel tank capacity	7 liters / 1.85 gallons	9.5 liters / 2.5 gallons	9.5 liters / 2.5 gallons	7 liters / 1.85 gallons	7.2 liters / 1.9 gallons	7.2 liters / 1.9 gallons	7.2 liters / 1.9 gallons

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CROss CounTRY



	TC250	TC450
Engine	single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves
Displacement	249.5 cc	449 cc
Bore x stroke	79 x 50.9 mm	97 x 60.8 mm
Gears	5	5
Starting	kick starter	kick starter
Cooling	liquid	liquid
Ignition	C.D.I. electronic variable advance	C.D.I. electronic variable advance
Carburetor	Ø 39 mm	Ø 41 mm
Front brake	disc Ø 260 mm	disc Ø 260 mm
Rear brake	floating disc Ø 240 mm	floating disc Ø 240 mm
Front suspension	Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down
Rear suspension	Sachs progressive “soft damp” hydraulic adjustable shock	Sachs progressive “soft damp” hydraulic adjustable shock
Front/Rear tires	80/100-21” / 100/90-19”	80/100-21” / 110/90-19”
Total weight (DRY)	97 kg / 213.8 lbs	105 kg / 231.5 lbs
Wheelbase	1460 mm / 57.5”	1483 mm / 58.4”
Min. Ground clearance	325 mm / 12.8”	300 mm / 11.8”
Seat height	985 mm / 38.8”	968 mm / 38.1”
Fuel tank capacity	7 liters / 1.85 gallons	7.2 liters / 1.9 gallons



TXC250	TXC450	TXC510
single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves	single cylinder, 4-stroke, 4 valves
249.5 cc	449 cc	501 cc
76 x 55 mm	97 x 60.8 mm	97 x 67.8 mm
6	6	6
electric and kick starter	electric and kick starter	electric and kick starter
liquid	liquid	liquid
C.D.I. electronic variable advance	C.D.I. electronic variable advance	C.D.I. electronic variable advance
Ø 37 mm	Ø 37 mm	Ø 37 mm
disc Ø 260 mm	disc Ø 260 mm	disc Ø 260 mm
floating disc Ø 240 mm	floating disc Ø 240 mm	floating disc Ø 240 mm
Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down	Ø 48 mm Kayaba upside-down
Sachs progressive “soft damp” hydraulic adjustable shock	Sachs progressive “soft damp” hydraulic adjustable shock	Sachs progressive “soft damp” hydraulic adjustable shock
90/90-21” / 120/90-18”	90/90-21” / 140/80-18”	90/90-21” / 140/80-18”
104 kg / 229.3 lbs	108.5 kg / 240 lbs	109 kg / 240.3 lbs
1470 mm / 57.8”	1483 mm / 58.4”	1483 mm / 58.4”
300 mm / 11.8”	300 mm / 11.8”	300 mm / 11.8”
963 mm / 37.9”	963 mm / 37.9”	963 mm / 37.9”
7.2 liters / 1.9 gallons	7.2 liters / 1.9 gallons	7.2 liters / 1.9 gallons

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