

MY 10 CROSS

MY 10 Enduro

2T 4T

www.husqvarna-motorcycles.com

Husqvarna

Husqvarna
Enduro^{range}
>>

History

Malcolm Smith

1974
1976

>>

Kari Hailu

1991
1995

>>

The word Husqvarna and the word Enduro mean the same thing. They have their roots in racing, winning and miles and miles of off-road racing under the most extreme riding conditions. Our champions too are much more than just riders, they are legends, heroes of the world of off-roading; champions who have raced and won with Husqvarna for a hundred years and more. From Malcolm Smith, pioneer of American enduro racing and Thomas Gustavsson to Sven Erik Jonsson and Anders Eriksson, winners in many of 44 World Championship Titles in this discipline, from 1990 'til today.



<< Sven Erik

Jonsson

1986
1993

<<

Thomas

Gustavsson

1985
1988

<< Anders

Eriksson

1996
2003



Enduro, commitment and Husqvarna. These three factors have all played a role in the underlying commitment and in the hard work that has changed both the history of the Company and of the sport itself. This history is made of passion and for winning. This past and the present are constantly intertwining. The 2010 range sets new limits in the sport and these can best be seen in the new fuel-injected TE 250, the bike that Antoine Meo used to such devastating effect in the E1 class of the World Championships. But there's more. The all range has had improvements introduced by our engineers following very valuable experience gained from competition. New suspension and new frame and swingarm geometry. The two-stroke bikes raced by Sebastien Guillaume and Bartosz Oblucki now feature new, higher performing exhaust systems. Husqvarna, drives your passion.



MY 10 Enduro WR125

>>

NEW
SILENCER

PLUS



new IPD GRAPHICS - PLASTIC PANELS - REAR MUDGUARD AND NUMBER PLATE SYSTEM - REAR LED LIGHT
EXHAUST PIPE - STRENGTHENED FRAME - NEW SACHS SHOCK ABSORBER



WR 125, the first step towards an Enduro that counts. In 2010, the sheer power and dynamic qualities of its engine put this bike at the top of its category. Lightness, manoeuvrability and stability are the first things that strike you as soon as you take the controls. The WR 125 charms no less. Its new IPD (in-mould plastic decoration) graphics, new reinforced plastics and new beautifully styled Arrow silencer speak volumes. All the body panels have been redesigned to meet the needs of riders who use their bikes to race. The rear mudguard houses a LED lamp cluster and features a system that allows riders to change the number plate holder into a plate that carries a racing number in two simple moves. Looks however aren't all that counts. The frame has been strengthened with chrome-molybdenum struts as have the engine mountings. The exhaust system has been up-dated to offer better response at low and medium revs. The WR 125 has 50 mm Marzocchi Shiver forks while the new Sachs monoshock absorber at the rear has a separate reservoir that is mounted horizontally in relation to the body of the unit. WR 125, you're the protagonist.



my 10 Enduro WR250



Husqvarna continues to believe in two-strokes. The WR 250 is the response Husqvarna took to the E2 class with Bartosz Oblucki. Its legendary, all conquering engine needs no introduction. For 2010, improvements have been made to the exhaust system to provide smoother delivery and a better power curve. The biggest news however is in the suspension department. New Kayaba 48mm forks dominate the front of the bike and are fully adjustable for compression and rebound. The high performance cartridge 28 mm piston is exactly the same as the one on the team racing bike. The new solution has also meant redesigning the steering clamps. The 250 too now features IPD graphics. WR250 for those who like their race bikes pure.



new

IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS - STEERING CLAMP



 Husqvarna

MY 10 EnduRO WR 300



The WR 300 is the King of the E3 class. It is a perfect replica of the bike that Sebastien Guillaume used to destroy the four-stroke opposition.

It was originally an experimental machine but has become a real member of the Husqvarna family. Like the whole 2010 range, the WR 300 now has new stronger plastics and integrated graphics on the side panels and number plate holders.

The WR 300 can be brutal in expert hands and docile off the track thanks also to the new exhaust borrowed from racing bikes. The 300 also has new Kayaba forks and a rear Sachs monoshock set to provide the best possible response on any type of surface. WR 300, two characters in the same soul.



new IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS - STEERING CLAMP - EXHAUST PIPE



neW

The beST performanCE projeCT.

MY 10 EnduRO
TE⁴250 >>

new injection



MY 10 Enduro TE250

>>

Strength meets lightness in the new TE 250. It is the all new bike that Antoine Meo used to take on the opposition in the hard-fought World Championship series. The TE 250 features class-leading statistics: the engine weighs only 22 Kg* and sets new standards in its category. Technologically advanced: Mikuni electronic fuel injection, electric starter and bulk reduced by 13%. The new single cylinder shows its strength thanks to its bore and stroke of 79 mm and 50.9 mm respectively.

The engine breathes through 4 titanium radial valves driven by twin overhead combined chain/gear drive cams. Transmission is taken care of by a six-speed constant mesh gearbox while lubrication is looked after by a dry sump and trochoidal pump system. But other changes have also been made. The frame and body panels have been redesigned to cradle the beating heart of this new creation. The results are amazing.

The TE 250 sets new limits for lightness and compactness among the latest generation 250 four-strokes.

The Kayaba/Sachs combination lives on in the 250 class: upside down 48 mm forks and monoshock fitted to the asymmetric geometry, extruded box section aluminium swing arm offering progressive damping. TE 250, beyond every limit

*TC 250 model

IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS - STEERING CLAMP - REAR LAMP CLUSTER
REAR MUDGUARD AND NUMBER PLATE HOLDER - REAR LED LIGHT - STRENGTHENED FRAME - SHORTENED SWING ARM

new

new

MY 10 Enduro / TE250

22kg*

NEW SUPERLIGHT FUEL-INJECTED ENGINE

PERFORMANCE. LIGHTNESS. RELIABILITY

These three factors identify a real gem of technology. The new fuel injected 250 four-stroke that is 13% less bulky and weighs only 22 Kg* is new benchmark in the category. The engine breathes through 4 titanium radial valves driven by twin overhead cams. Transmission is taken care of by a six-speed constant mesh gearbox while lubrication is dry sump with a trochoidal pump. Such a system has never before been fitted to a standard production engine.

*TC 250 model

Husqvarna

MY 10 Enduro TE 310

>>

TE 310: an announced success. Created to respond to the need to offer a specialised machine that could be used at the same time by clubmen and expert riders alike. The TE 310 went on to become Husqvarna's best-selling bike. In the 2010 model they made improvements to the cooling system with the use of new hoses and a larger radiator. They also improved traction by shortening the swingarm by 15 mm and changed the appearances of the bike with a new front light cluster and new IPD graphics. TE 310, the Middle Earth.

IPD GRAPHICS
PLASTIC PANELS
FRONT LIGHT CLUSTER
STRENGTHENED FRAME
SHORTENED SWINGARM
NEW RADIATOR AND HOSES
WATER PUMP

new



MY 10 Enduro TE 450



IPD GRAPHICS
PLASTIC PANELS
KAYABA 48mm FORKS
FORK CLAMP
FRONT LIGHT
REAR MUDGUARD AND NUMBER HOLDER
REAR LED LIGHTS
STRENGTHENED FRAME
SHORTENED SWINGARM
NEW RADIATOR AND HOSES
WATER PUMP

PLUS

The TE 450 is the most eclectic Enduro model in the Husqvarna line-up.

It has been just as successful in Enduro as in rally events and won its category in the World Championship Rally of Sardinia. The TE 450 is the bike for those who dream of unlimited space. Like the other models in the Enduro range, the TE 450 too has seen significant technical improvements.

The engineers have focused on reliability and manoeuvrability not to mention keeping aesthetics in line with other members of Husqvarna.

Their work has led to changes to the cooling system (pump and hoses), to the hubs and spindles and to the rear disc. Changes to handling include new 48 mm Kayaba forks and new steering clamps.

A shorter swingarm (by 15 mm) and new monoshock settings. Innovative IPD (in-mould plastic decoration) technology also affects the TE 450 along with new solutions to the rear LED lamp cluster and number plate/racing number holder.

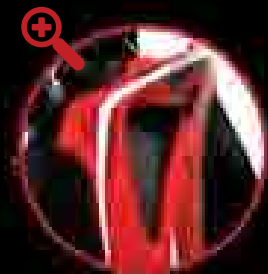
TE 450, for those who recognise no limits.

new



Husqvarna

GRAPHICS TANK



PLUS

MY 10 Enduro TE 510



IPD GRAPHICS
PLASTIC PANELS
KAYABA 48mm FORKS
FORK CLAMP
FRONT LIGHT
REAR MUDGUARD AND NUMBER HOLDER
REAR LED LIGHTS
STRENGTHENED FRAME
SHORTENED SWINGARM
NEW RADIATOR AND HOSES
WATER PUMP

new

Are you looking for raw emotions? The TE 510 is everything you've ever dreamed of. A close relative of its little sister, the bigger 510 offers unequalled power but doesn't overlook those who ride for pleasure alone.

The TE 510 suits all types of riders from out and out off-road fanatics to those of you with a somewhat more relaxed view of life. This dual identity and wide-ranging adaptability is greatly helped by the new 48 mm Kayaba forks and by the fact that rebound and compression settings can be changed.

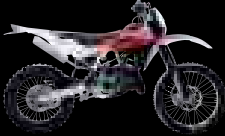
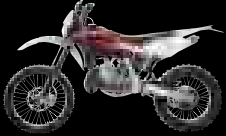
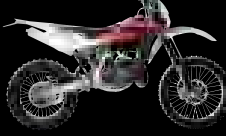
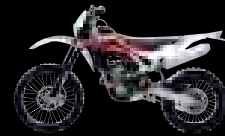
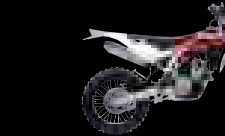
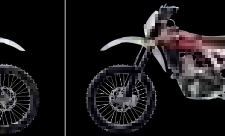
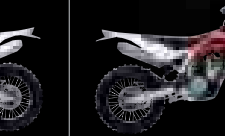
There is also the Mikuni electronic injection system that optimises fuel metering and the swingarm that has been shortened by 15mm to improve traction and the dynamic behaviour of the shock absorber. Other new solutions add to the bike's appearance such as IPD graphics, a LED rear light cluster and a dual action license plate holder that needs only two simple moves to transform from the number plate to a racing number holder.

TE 510, emotions on two wheels.



Husqvarna

MY 10 TECHNICAL FEATURES EnduroR0

ENGINE							
	WR125 Single cylinder 2 stroke	WR250 Single cylinder 2 stroke	WR300 Single cylinder 2 stroke	TE250 Single cylinder 4 stroke	TE310 Single cylinder 4 stroke	TE450 Single cylinder 4 stroke	TE510 Single cylinder 4 stroke
Displacement	124.82	249.3	293.1	249.5	297.6	449	501
Bore/stroke	54 X 54.5	66.4 X 72	72 X 72	79 X 50.9	83 X 55	97 X 60.76	97 X 67.8
Gear	6	5	5	6	6	6	6
Starting	Kickstart	Kickstart	Kickstart	Electric and kickstart	Electric and kickstart	Electric and kickstart	Electric and kickstart
FRAME	Front suspension	Upside down telescopic hydraulic fork diam. 50mm	Upside down telescopic hydraulic fork diam. 48mm	Upside down telescopic hydraulic fork diam. 48mm	Upside down telescopic hydraulic fork diam. 50mm	Upside down telescopic hydraulic fork diam. 48mm	Upside down telescopic hydraulic fork diam. 48mm
	Rear suspension	Progressive soft dump type	Progressive soft dump type	Progressive soft dump type	Progressive soft dump type	Progressive soft dump type	Progressive soft dump type
Front/Rear brake	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/floating disc 220	Wave fixed disc 260/wave floating disc 220	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/wave floating disc 240
Fuel tank capacity	7.5 litres	9.5 litres	9.5 litres	7 litres	7.2 litres	7.2 litres	7.2 litres
Kerb weight	98 Kg	103 Kg	103 Kg	106 Kg	111 Kg	113 Kg	113 Kg
NEWS	IPD technology graphics	•	•	•	•	•	•
	Stronger more flexible plastics	•	•	•	•	•	•
48mm Kayaba forks		•	•	•		•	•
Forks clamps		•	•	•		•	•
Front headlight				•	•	•	•
Rear lamp cluster with led lights	•			•		•	•
Rear mudguard with integrated plate support	•			•		•	•
Exhaust pipe	•		•	•			
Silencer	•			•			
Reinforced frame	•			•	•	•	•
Rear swingarm shortened by 15mm				•	•	•	•
Radiator connectors and hoses					•	•	•
More powerfull water pump					•	•	•
Rear Sachs shock absorber	•			•			



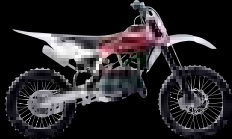




HUSQVARNA COMMUNITY CROSS RANGE

HUSQVARNA COMMUNITY ENDURO RANGE



MY 10 TECHNICAL FEATURES **Cross**

			
	CR125	TC250	TC450
	Single cylinder 2 stroke	Single cylinder 4 stroke	Single cylinder 4 stroke
ENGINE			
Displacement	124.82	249.5	449
Bore/stroke	54 X 54.5	79 X 50.9	97 X 60.76
Gear	6	5	5
Starting	Kickstart	Kickstart	Kickstart
FRAME			
Front suspension	Upside down telescopic hydraulic fork diam. 48mm	Upside down telescopic hydraulic fork diam. 48mm	Upside down telescopic hydraulic fork diam. 48mm
Rear suspension	Progressive soft dump type	Progressive soft dump type	Progressive soft dump type
Front/Rear brake	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/wave floating disc 240	Wave fixed disc 260/wave floating disc 240
Fuel tank capacity	7 litres	7 litres	7.2 litres
Kerb weight	92 Kg	97 Kg	105 Kg
NEWS			
IPD technology graphics	•	•	•
Stronger more flexible plastics	•	•	•
48mm Kayaba forks	•	•	•
Forks clamps	•	•	•
Exhaust pipe	•		
Silencer	•		
Reinforced frame	•	•	•
Rear swingarm shortened by 15mm		•	•
Radiator connectors and hoses		•	•
More powerfull water pump			•
Rear Sachs shock absorber	•		



new

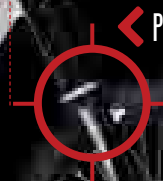
Forks
Kayaba



MY 10 CroSS TC 450

>>

PLUS



The TC 450 marked Husqvarna's return to victory in the Motocross World Championships in 2008 and the same result in 2009. The test riders, the men who rode to success were Christophe Martin and Alex Salvini. Their feedback led Husqvarna engineers to creating the very best production machines. The results are there for all to see: the upside down Kayaba 48 mm forks, the steering clamps, the swingarm shortened by 15 mm, the new carburettor settings and the overall changes made to the cooling system are the results of experience gained on tracks all over the world. TC 450, breaking away to victory.



new

IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS - STEERING CLAMP - STRENGTHENED FRAME
SHORTENED SWINGARM - NEW RADIATOR AND HOSES - WATER PUMP



Husqvarna



MY 10 CroSS TC250

>>

new

22kg

THE KICK START SYSTEM.
AUTHENTIC GRAND PRIX ENGINE

The extreme lightness and the reduced size are the principal features of the new Husqvarna 250 engine, also known as "small". Even more important on the motocross version is the fact that any overhang from the block and radiator has been kept to a minimum. Of no less importance is the five-speed constant mesh gearbox. The kick start system, authentic Grand Prix engine.






new

MY 10 CroSS X-Light TC 250

The TC 250 crosses the finishing line. The test bench of the European Motocross Championships was promoted on the battlefield to absolute star of the MX2 class. We already know much about the extraordinary qualities of the TC 250: its power and its lightness. Its small but immensely powerful engine has been further developed with changes made to its torque curve and its now smoother, more linear, more manageable power delivery. The swingarm has been shortened by 15 mm and the machine features Kayaba 48 mm forks with a sealed cartridge, these modifications complete the up-dates to the 2010 model along with the same graphics that now grace the entire Husqvarna range. Distinguishing marks: slender good looks, an air of nonchalance and readiness to get to work TC 250, the new era.

IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS
FORK CLAMP - STRENGTHENED FRAME - SHORTENED SWINGARM

new



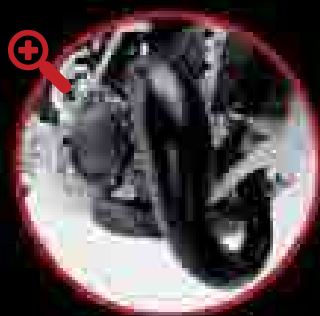
Cross TC250

Aesthetic has always been the philosophy of Husqvarna. Now with IPD (in-mould plastic decoration) graphics, integrated in plastic, the removal of adhesive badges and the use of more flexible materials, the new Cross and Enduro Husqvarna will keep their good looks for a lifetime.

new

IPD. In-mould plastic decoration.

EXHAUST



MY 10 CroSS CR125

>>



PLUS

CR 125, the legend continues. In the 2010 version, the legendary CR 125 goes to the top of the class for its technological content and attention to detail. The lines show others the way; the beauty of the new Arrow silencer speaks volumes. There is however more to it than style. The introduction of 48 mm Kayaba forks improve manoeuvrability and stability on even the worst surfaces. The monoshock too has evolved in terms of settings and the positioning of a separate reservoir. There have also been significant changes made to the frame: the new CR 125 is very easy to ride and offers the ideal machine for young riders making their racing debut. The engine offers explosive power thanks to the new exhaust system, the power delivery, available at both low and medium revs, remains constant at high revs when the engine begins its typical much-loved scream. The looks of the CR 125 are stunning thanks to the new IPD (in-mould plastic decoration) graphics along with the stronger, more flexible plastic panels. CR 125, makes passion win.

new IPD GRAPHICS - PLASTIC PANELS - KAYABA 48mm FORKS - STEERING CLAMP - EXHAUST PIPE - SILENCER
STRENGTHENED FRAME - NEW SACHS SHOCK ABSORBER



 Husqvarna

MY 10 CroSS™
»»

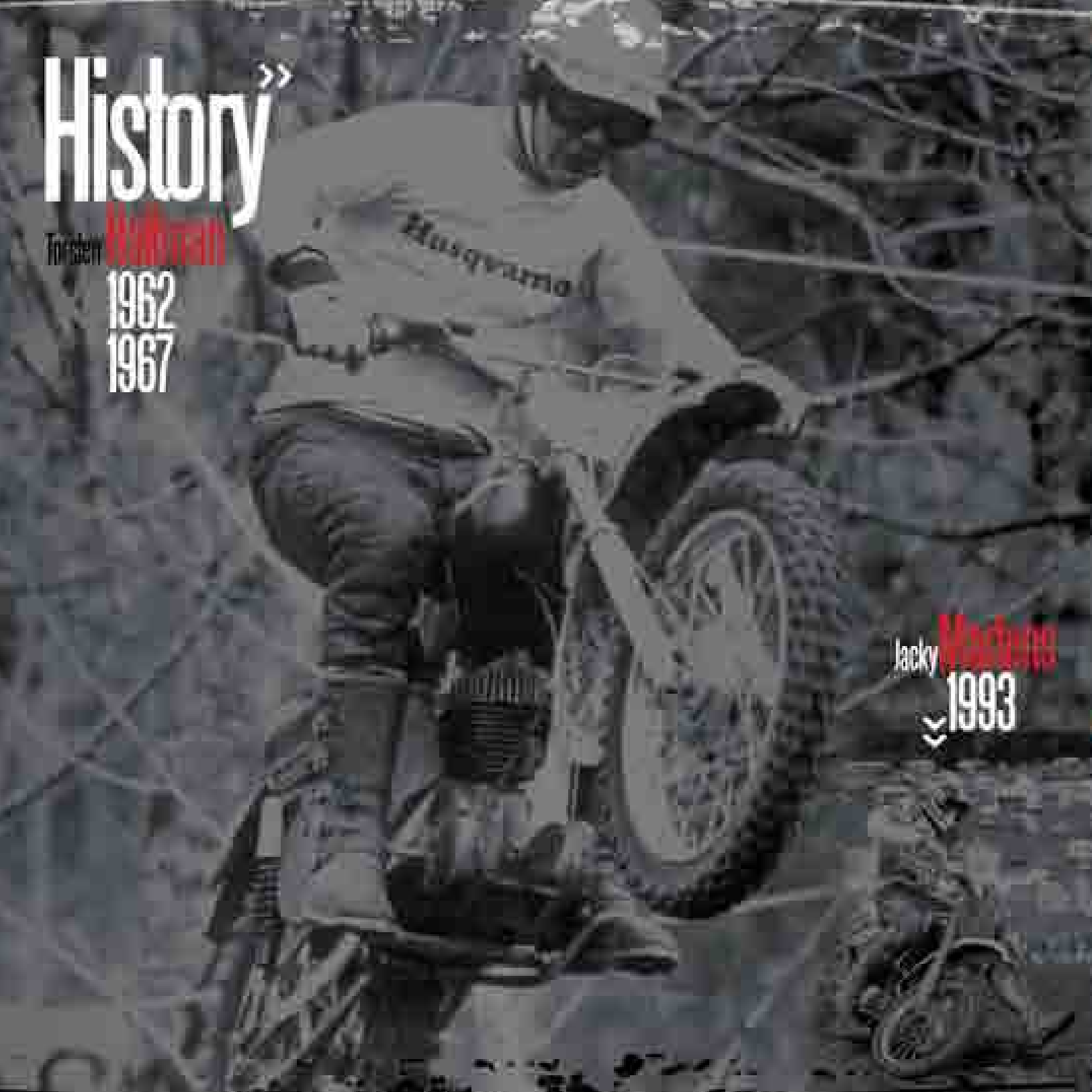


Motocross and Husqvarna. This history is made of passion and legendary figures. Heroes that from the legendary 60s rode the first two-stroke machines. The smell of that period of history was of castor oil while that of the four-strokes in the 90s was of petrol! Passion. Passion which should not be disguised or inhibited. It is exactly this emotion that Husqvarna continues to cultivate and instil in its creations. This process never stops, in the world of Motocross with Andrea Bartolini it brought the Company back to its dominant position in the MX3 World Championship series. Now we have the new model line-up for 2010. New frames, suspension systems and new lines. These alternative solutions make the three CR 125, TC 250 and TC 450 models objects of modern art.

History >>

Torsten Hallman

1962
1967



Jacky Moussier
<< 1993



The history of motocross was written by Husqvarna. From the introduction of two-stroke engines in the early 60s to the return of four-strokes in the early 90s. Husqvarna has always set the rules of technology in this discipline by putting their trust in the hands of legendary riders like Torsten Hallman, Bill Nilsson, Rolf Tibblin, Heikki Mikkola and others.

Another of Husqvarna's records is that of having written the history of American motocross. The bike that lit the fuse of the huge American off-road market.

Bill Nilsson
1959
1963

>>

Rolf Tibblin



Heikki Mikkola
1974
<<



Husqvarna

Husqvarna
Cross range
»