



***MEDIA INFORMATION***  
**MOTOCROSS**  
**MODEL YEAR 2017**





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# INTRODUCTION

Motocross is a key part of Husqvarna Motorcycles' rich and successful history. As the pioneering brand of motocross' golden era, Husqvarna today sees its rich heritage and manufacturing know-how blend with state-of-the-art technologies to deliver high-tech, strong, light and easily controllable premium motocross bikes.

Offering the perfect combination of powerful motors and easy handling 4-stroke and 2-stroke models, Husqvarna's 2017 machines set the standard in terms of power, performance and style. Enjoying over a century of bike building experience, Husqvarna's clean design and sophisticated ergonomics meet brand new engines and lightweight materials.

Husqvarna's 2017 motocross line-up is underlined by a commitment to allow riders to maximise their potential in all situations. Mixing knowledge learned from the FIM World Motocross Championship and the AMA Supercross and Motocross Championships with extensive research and development, it ensures a complete model range of easily controllable yet sophisticated motorcycles.

For 2017 Husqvarna offers the most sophisticated line-up of motocross bikes on the market.

## HUSQVARNA MY17 IN ONE SENTENCE

Husqvarna's 2017 motocross range delivers strong, light and easily controllable premium quality machinery that supports riders through high-tech componentry and state-of-the-art technology.

## HUSQVARNA MY17 IN 140 CHARACTERS

Husqvarna's 2017 motocross bikes represent a sophisticated line-up of light-weight, powerful, premium motorcycles with clean, Swedish-inspired styling.

## HUSQVARNA MY17 IN ONE SHORT PARAGRAPH

Husqvarna's strong, light and easily controllable line-up of six premium motocross bikes all offer the perfect combination of powerful engines, clean Swedish-inspired design and state-of-the-art technology. Ensuring machinery that supports riders in all situations, their easily controllable nature and high-tech components deliver one of the most sophisticated motocross line ups on the market today.





### Husqvarna MY17 in one paragraph

Husqvarna's line-up of six strong, light and easily controllable premium motocross bikes offer the perfect combination of powerful engines, clean Swedish-inspired design and state-of-the-art technology. Ensuring machinery that supports riders in all situations, their easily controllable nature and high-tech components deliver one of the most sophisticated motocross line-ups on the market today.

Leading the 2017 technical highlights is the TC 250. All-new, the 250 cc 2-stroke engine is lighter and offers increased efficiency, optimised centralisation of masses and substantial vibration reduction. A notably refined machine from top to bottom, it also delivers improved agility and benefits from a significant reduction in overall weight.

WP Performance Systems' AER 48 front forks are completely new and fitted to all 2017 machines\*. 1.66 kg lighter than their predecessors the precision engineered forks feature a capsuled air spring and pressurised oil chamber for progressive and consistent damping. A supplied air pump allows quick and easy adjustment of air pressure.

Traction control is another new addition for 2017. Analysing throttle input and the rate at which RPMs increase, the EMS will register any loss of grip and reduce power to the rear wheel ensuring maximum traction.

Modern, functional bodywork with blue and yellow highlights gives all 2017 Husqvarnas a simplistic and distinctive look. Ergonomics have been set to provide greater control and comfort ensuring riders can always perform at their highest levels.

\*Except the TC 85

### Husqvarna MY17 Sound bites

*"Attention to detail, embracing high-tech materials and state-of-the-art manufacturing methods allow Husqvarna Motorcycles to make technological advances that riders of all levels can feel out on track..."*

**Industry leaders improve their products for the right reasons and keep focus on what really matters when it comes to development.**

***Husqvarna's 2017 motocross bikes work with riders to allow them to achieve their own personal goals.***

*"Understated yet technologically sophisticated, that's what helps Husqvarna stand out from the crowd..."*

**Husqvarna is motocross. That shines through in the 2017 line-up.**

***"Smoother and stronger – the two words that sum up the new TC 250 motor..."***

*Constant development of 2-stroke technology has allowed Husqvarna's engineers to build a smaller, lighter and smoother TC 250 engine.*

# WHAT'S NEW IN MODEL YEAR 2017

- ▮ Front forks WP AER 48
- ▮ CNC Upper Triple Clamp
- ▮ Handlebar support
- ▮ Traction Control on the 4-stroke engines
- ▮ Map switch on the 4-stroke models
- ▮ Bodywork with new Colour Trim and Graphics
- ▮ Dunlop MX-3S Tyres
- ▮ Rear tyre FC 250 (110 instead of 100)
- ▮ Cylinder head mountings on the 4-stroke models (made of aluminium instead of steel)
- ▮ Rear brake lever (10 mm longer)
- ▮ Rear brake pads (different material)
- ▮ 38 mm Mikuni TMX carburettor on the TC 125

## THE ALL NEW TC 250

Completely new for MY 17, the TC 250 signifies the constant development and secure future of the historic 250 cc 2-stroke in the Husqvarna line-up. With a newly designed chassis based on the new generation MY 16, the TC 250 sees a remarkable reduction in weight with increased agility and rider comfort. Read more on the dedicated section

[READ MORE...](#)

\*the above listed news are valid for all models - where not differently specified - except TC 85

# WHAT'S NEW IN MODEL YEAR 2017— IN DETAIL

## NEW WP AER 48 FRONT FORKS

The WP AER 48 front forks are a new milestone in the development of Husqvarna's motocross models. The 48 mm split air fork features a capsuled air spring and pressurized oil chamber for progressive and consistent damping. By using a capsuled air spring, the fork retains its spring function even in the unlikely event of a pressure leakage. The new forks are safe, lightweight, and easy to adjust through a single air valve and supplied fork pump for pre-load and click adjusters (30 clicks each) for compression and rebound. The system is made up of a set of split-system forks consisting of an air suspension unit and a hydraulic damping unit which benefit from the best in air spring and hydraulic damping characteristics. The new forks offer a weight reduction of 1.66 kg in comparison to conventional fork systems of MY16. The forks are extremely responsive thanks to friction-optimised surface coating on the outer and inner tube surfaces and optimally designed sealing systems. Additionally the wheel travel is increased from 300 mm to 310 mm.

- Capsuled air spring and pressurized oil chamber – progressive and consistent damping
- Easy adjustment – simple clicker adjustment and supplied air pump
- Outer fork tubes – friction optimised coating
- Reduction in weight – 1.66 kg



## CNC MACHINED TRIPLE CLAMPS

The 22 mm offset black-anodised CNC machined triple clamps feature an integrated rubber damping system that reduces vibrations and increases rider comfort. The triple clamps have been expertly crafted using superior techniques and materials to provide premium quality and reliability while a new upper triple clamp has been redesigned to compliment the new WP AER 48 forks. A 3-way handlebar adjustment is standard and allows for customisable ergonomics.

- Rubber damping on top clamp –reduced vibrations, increased comfort
- CNC aluminium – finest quality and reliability
- Adjustable handlebar position – adjustable ergonomics



CNC MACHINED TRIPLE CLAMPS

## NEW BAR CLAMPS

The ProTaper handlebar is second to none for function and style. Manufactured to exacting standards, the handlebar features class-leading fatigue resistance while adding minimal weight. For MY17, the lower handlebar clamp has been separated while the top clamp is a bridge-type clamp improving torsional stiffness. The ProTaper logos are chemically applied and are scratch and peel resistant. The large Husqvarna bar pad has optimal impact resistance, while the standard handguards offer maximum roost protection.

- Pro Taper handlebar– class-leading function and style
- Oversized bar pad and standard handguards – optimal protection
- New bar clamps – improved torsional stiffness



NEW BAR CLAMPS

## MAP SWITCH, LAUNCH CONTROL

The MY17 motocross range features a new handlebar map switch on all 4-strokes. Optimised for easy operation, apart from changing between 2 different engine maps, the map switch also activates launch control. With the engine at idle, launch control is engaged by switching once between the selected map and the alternative map, and then back again. When the fuel injection LED flashes, launch control is engaged. This function limits the amount of power to the rear wheel, improving traction and preventing loss of control under hard acceleration.

- Standard handlebar map switch – alter engine characteristics according to conditions and rider preference
- Launch control – maximum traction for perfect starts



MAP SWITCH AND TRACTION CONTROL

**TRACTION CONTROL**

The new map switch also operates a traction control feature completely new for 2017. This can be selected to an ON or OFF position from the switch and functions by analysing throttle input from the rider and the rate at which RPM increases in the engine. If the RPM increases too quickly, the EMS will register a loss of grip and reduce the amount of power to the rear wheel ensuring maximum traction. This can be a distinct advantage in wet or muddy conditions.

■ **New traction control feature – optimal traction in all conditions**

**TYRES**

Dunlop MX3S Motocross tyres that feature the proven “block-within-a-block” design for more progressive cornering and superior grip are fitted as standard. Additionally the FC 250 will now feature a wider 110/90-19 rear tyre as opposed to the 100/90-19 from MY16.

■ **Developed in top-level AMA Supercross and Motocross – enhanced handling, cornering and steering feel**

**BRAKES**

Class-leading Brembo callipers and controls with high quality GSK discs deliver superior stopping power instilling confidence in any condition. 260 mm disc front and 220 mm rear. New for 2017 is a rear brake lever which is 10 mm longer as well as new rear brake pads that are less aggressive and provide better modulation.

■ **Brembo brake callipers and high performance GSK discs – superior stopping power with greater control and confidence**

■ **New rear brake lever and pads – improved modulation**

**BODYWORK**

Modern and functional bodywork in white with traditional Husqvarna blue and yellow accents marks a simplistic yet stylish Swedish design. The ergonomics have been specifically tailored to deliver greater control and comfort, enabling riders to perform at the highest level for extended periods of time. The seat has a low-profile and a high-grip cover for superior comfort and control in all conditions.

■ **Bodywork – distinctive looks, modern colours and graphics**

■ **Ergonomics – confidence-inspiring riding position in all riding situations**

■ **Seat – greater comfort and superior control**



TYRES &amp; BRAKES



BODYWORK



# NEW WEIGHT DETAILS

## WEIGHT REDUCTION ON CHASSIS

COMPONENT	WEIGHT SAVING
Fork ( WP 48 AER 1,4 kg + new outer tubes 265 gr)	-1665 g
Engine Stays Aluminium (only 4-stroke)	-114 g
<b>Total weight saving</b>	<b>1779 g</b>

## OVERALL WEIGHT DIFFERENCE MODEL YEAR 2017 VS 2016

MODEL	MY17 WEIGHT (WITHOUT FUEL)	MY16 WEIGHT (WITHOUT FUEL)
TC 125	87.4	89.1
TC 250	95.8	97.7
FC 250	98.8	100.1
FC 350	100.4	101.7
FC 450	101.2	102.4



# FEATURES AND BENEFITS

## COMPOSITE CARBON FIBRE SUBFRAME

The composite subframe is a design unique to Husqvarna showcasing pioneering technologies and innovation. This 3 piece component is made up of 30% carbon fibre making it remarkably light (1.4 kg) and also particularly strong. Specific care has been taken to create a specific levels of rigidity for optimal handling and rider ergonomics.

- 3-piece subframe – composite materials
- Carbon fibre construction – 1.4 kg overall weight
- Specific rigidity – benefits handling and ergonomics

## FRAME

The hydro-formed, laser-cut and robot-welded frame is expertly crafted by WP Performance Systems and has been specifically designed with calculated parameters of longitudinal and torsional flex. New aluminium engine mountings (instead of steel) on all 4-stroke models benefit suspension functionality and feeling while retaining a light, compact and strong package. The frame is finished off with a premium white powder coating and frame protectors as standard guaranteeing supreme protection and durability.

- Longitudinal and torsional stiffness – superior handling and feeling
- New engine mountings 4-stroke – improved suspension function
- Produced by WP Performance Systems – guarantee of high quality standards
- Durable finish with standard frame protectors



## WP REAR SHOCK

The WP DCC rear shock is designed to provide advanced damping characteristics while conforming to a compact and lightweight design. With a pressure balance inside the shock, optimal damping is guaranteed resulting in greater rider comfort and handling while the outer contour of the reservoir increases cooling. The component is also fully adjustable and matched to a linkage system with a specific geometry to deliver the best possible traction and progression with a rear wheel travel of 300 mm.

- Lightweight and compact – conforming to the lightweight and compact design of the motorcycle
- Pressure balance – consistent damping
- Linkage system – specific geometry for best results, 300 mm wheel travel

## SWINGARM

The hollow, cast aluminium swingarm has been designed to offer optimal stiffness and reliability at the least possible weight. The machining on the side by Husqvarna Motorcycles engineers is a further mark of quality, showcasing in depth attention to detail and superior craftsmanship.

- Optimal stiffness and reliability in a lightweight construction



## FOOTPEG MOUNT

The Husqvarna frame features an innovative, self-cleaning footpeg mount which prevents the build-up of dirt collected through deep ruts or muddy terrain. As a result, the footpeg will spring back into its original position even in the toughest conditions. For riders who prefer a higher footpeg set-up, the MY17 enduro footpegs can be fitted raising the position by 6 mm.

- Footpeg mount – prevents mud and dirt build-up allowing footpeg to spring back into position
- Large footpegs – perfect grip and control.

**MAGURA HYDRAULIC CLUTCH**

The reliable, high quality, German-made clutch system guarantees even wear, near maintenance-free operation and perfect action in every condition. Meaning that play is constantly compensated so that the pressure point and function of the clutch remain identical in cold or hot conditions, as well as over time.

■ **Magura hydraulic clutch – perfect modulation in every condition**

■ **High quality German craftsmanship – very reliable, consistent clutch action**

**ENGINE MANAGEMENT SYSTEM (EMS)**

The Keihin EMS is specifically designed to be small, light and fast at processing data. It integrates launch control for perfect starts, selectable engine maps via the switch on the handlebar as well as traction control. Combined with the new gear sensor, power delivery is tailored for each gear.

■ **Keihin EMS – compact, light and fast at processing engine data for more efficient engine management**

■ **Gear sensor – specific engine maps for each gear**

**EXHAUST SYSTEM**

The exhaust systems have been expertly designed to deliver the best possible performance while adhering to the FIM noise limits. The header pipes feature resonance chambers that improve performance, and on the 450 SOHC engine, the resonance chamber is integrated into the header pipe and resembles a 2-stroke expansion chamber. The silencers are crafted from lightweight and strong aluminium in an effort to reduce weight and benefit mass centralisation resulting in sharper, more effective handling. The TC 125 and TC 250 exhaust systems have also been specifically designed to match exact engine characteristics while keeping weight to a minimum.

■ **Exhausts – mass-centralisation, light-weight, optimal performance**

**GRIPS AND THROTTLE ASSEMBLY**

The left side ODI lock-on grip does not require gluing, while on the right the vulcanised grip features an innovative integrated throttle mechanism. The assembly has easy free-play adjustment and, by changing a cam, throttle progression can be altered.

■ **Throttle assembly and ODI grips – easily alter throttle progression; easy grip mounting without glue**

**ELECTRIC START AND NEW LI-ION BATTERY**

All 4-strokes come standard with electric starters. Along with the benefit of easy starting the system is combined with a compact Li-Ion battery which is 1 kg lighter than a conventional battery. The wiring harness has been purposefully designed so that the ear subframe can be removed without having to remove any wiring.

■ **Electric starter – easy starting when time is critical**

■ **Li-Ion battery – lightweight, 1 kg lighter than a conventional battery**

■ **Battery and wiring harness position – easy removal of subframe**

**FUEL TANK**

The 7 litre polythene fuel tanks incorporate a threaded filler cap and an integrated fuel pump on the 4-strokes.

■ **7 litre polythene fuel tanks – large capacity for extended running times**

**INTEGRATED COOLING SYSTEM AND RADIATORS**

The radiators have been expertly crafted by WP Performance Systems using high strength aluminium. CFD (Computational Fluid Dynamics) has been utilised to channel air through the radiators more efficiently and provide optimal cooling in any condition. The system is integrated into the frame allowing for better cooling by channelling coolant through the frame while eliminating the need for additional hoses. Additionally, the radiator protectors do not only protect against flying debris but also act as a brace channelling any energy from an impact around the radiator and into the frame.

■ **Integrated cooling – maximum efficiency in minimum space**

■ **WP radiators – stronger and more efficient for optimal cooling**

■ **Radiator protectors – protection from debris and falls**

**WHEELS**

Black high-strength alloy rims by DID are coupled to CNC machined hubs using lightweight spokes and silver anodised aluminium nipples.

■ **Lightweight but strong and reliable construction – minimum unsprung weight**

**44 mm THROTTLE BODY**

The MY17 features the same 44 mm Keihin throttle body as MY 16. The injector has been positioned in order to ensure the most efficient flow into the combustion chamber. The throttle cable is mounted directly without a throttle linkage providing more immediate throttle response and feeling.

■ **Throttle body – 44 mm, injector positioned for optimal flow, more immediate throttle response thanks to direct cable mounting**

**AIRBOX AND TOOL-LESS AIR FILTER ACCESS**

The airbox has been designed with inlet ducts positioned precisely to prevent air deformation ensuring maximum airflow and maximum filter protection. The air filter is easily accessed, without tools, by removing the left side panel. Easy maintenance is guaranteed by the Twin Air filter and filter cage design that features a simple fail proof mounting system for safe and accurate filter installation.

■ **Airbox – maximum air flow and filter protection**

■ **Filter mounting system – safe and accurate protection against dirt**

■ **Tool-less filter access – easy and fast maintenance**



# MOTOCROSS 2-STROKE MODEL



TC 250 **NEW!**



TC 125



TC 85



# ***TECHNICAL INFORMATION*** BY MODEL - THE ***BRAND NEW TC 250***

The 2017 TC 250 represents the continued development of the historic 250 cc 2-stroke within Husqvarna's motocross line-up. With a significant reduction in overall weight together with improved agility it features a completely redesigned, lightweight engine that offers increased efficiency, optimised centralisation of masses as well as substantial vibration reduction. The TC 250 is now smaller, lighter and smoother.

## **NEW ENGINE**

Simplicity and low maintenance costs have made the 250 cc 2-stroke a favourite amongst motocross riders for generations, offering a plentiful supply of power and lightweight construction. Although the current TC 250 engine is known to be the most competitive in its class, development has continued offering Husqvarna customers a new state-of-the-art 2-stroke motor. The 2017 TC 250 engine is therefore completely new featuring an innovative internal shaft arrangement for better mass centralisation, a new counter balancer shaft for reduced vibration, a new twin-valve controlled power valve system and a revised 5-speed gearbox.



**NEW ENGINE CASINGS**

As a direct result of being designed with mass centralisation as a key theme the TC 250's lightweight, die-cast engine now accommodates a new arrangement of internal shafts.

The clutch shaft is now 4 mm higher while the crankshaft position is 19.5 mm higher, centralising oscillating mass and improving rideability. Additionally, to not affect the overall design the counter balancer shaft has been integrated in a very compact manner. New outer engine covers offer increased resistance to wear and tear from rider's boots.

■ **New die cast engine casings – new shaft arrangement, improved mass centralisation**

■ **New engine covers – better resistance to wear**

**NEW CRANKSHAFT**

The new crankshaft features the same 72 mm stroke as the previous generation TC 250.

In order to minimise vibration the crankshaft's balance has been optimized, in conjunction with the new counter balancer shaft.

■ **New crankshaft – optimally balanced to reduce vibration, centralise oscillating mass**

**NEW CYLINDER & PISTON****CYLINDER**

Ensuring a smooth and controllable power throughout the entire RPM range the 66.4 mm bore cylinder features a newly developed power valve system. Customisable by simply changing two supplied springs, the power delivery can be changed to suit rider preference and track conditions. The latest cylinder and cylinder head incorporate a new water jacket design, which guarantees better heat dissipation and increased cooling under the most extreme conditions.

■ **New cylinder head mountings secure the engine to the frame while reducing vibration and ensuring a smooth ride.**

■ **New cylinder, head and power valve – improved performance, power delivery and cooling**

**PISTON**

The new piston has an optimized shape and fits perfectly within the new cylinder. Additionally, the diameter of the piston crown has been increased to improve stability and reliability.

■ **New piston – increased stability and reliability**

**NEW CARBURETTOR**

Husqvarna's 2017 TC 250 now features a 38 mm flat slide Mikuni TMX. This new carburettor ensures smoother, more controllable power with optimal performance over the entire RPM range. Additionally, it is also very easy to set-up.

■ **New 38 mm Mikuni carburettor – improved power deliver, optimal performance**

**NEW COUNTER BALANCER SHAFT**

The new engine design has allowed for the implementation of a laterally mounted counter balancer shaft. This shaft significantly reduces vibrations resulting in a smoother, more comfortable ride that helps reduce rider fatigue.

■ **New counter balancer shaft – significantly reduced vibration**

**NEW TRANSMISSION**

A new 5-speed gearbox has been developed featuring the same gear ratios as the previous generation TC 250. A revised shift mechanism ensures precise and easy shifting while an innovative shift level design reduces dirt build up to guarantee easy operation in even the toughest conditions.

- **New 5-speed gearbox – precise and easy shifting**
- **New gear lever – prevents dirt build up and blockage**

**NEW CLUTCH**

The TC 250 features a DDS (Damped Diaphragm Steel) clutch – a diaphragm spring system that replaces the coil spring design and gives a lighter clutch action. The DDS system also increases clutch friction and durability. Combined with a hydraulic Magura system it guarantees an almost maintenance free set-up with a light and manageable clutch feeling.

- **DDS clutch – light action with integrated damping system, increased friction and reliability**
- **Magura hydraulic system – light and modular clutch action, almost maintenance free**

**NEW EXHAUST**

Manufactured by WP Performance Systems the new exhaust header pipe is constructed using a three-dimensional stamping process. All exhaust parts are robot welded to ensure maximum durability, strength and performance.

- **New exhaust header – increased durability**

**BENEFITS**

- **State of the art 2-stroke technology**
- **Very competitive power to weight ratio**
- **Reduced maintenance costs**
- **Hydraulic clutch**
- **Excellent handling and agility**
- **Performance upgrade available with 300 cc Husqvarna Accessories kit**





# TECHNICAL INFORMATION BY MODEL *TC 125*

The TC 125 is built to the same standards as its bigger siblings and is designed with premium performance and quality in mind. A compact and powerful engine is combined with a lightweight chromium molybdenum frame making the small capacity motocrosser extremely capable in the hands of future MX2 and MX1 riders. The standard WP AER 48 fork, Magura hydraulic clutch and map select switch further instil quality and put the TC 125 a step ahead of the competition.

## ENGINE

With 40 hp, and an overall weight of just 17.2 kg, the 125 cc engine indicates constant development in 2-stroke technology at Husqvarna Motorcycles. The lightweight engine is designed to provide more torque than current 125 cc 2-stroke engines making the TC 125 easier to ride for both beginners and seasoned professionals. Sticking with the overall theme, the TC 125 engine is designed to centralize rotating mass for optimal operation with the chassis resulting in a light and agile handling feel.

- New generation 2-stroke – 40 hp, 17.2 kg
- Mass-centralisation – significant benefits in handling and manoeuvrability



**CYLINDER AND PISTON**

The cylinder features a 54 mm bore. Combined with an innovative power valve design, the 125 cc motor embraces every last horsepower the Teflon coated piston can provide.

- **Redesigned cylinder and power valve – 360 g lighter, improved performance and cooling**

**CRANKCASES**

High-pressure die cast production processes keeps the overall weight to a minimum, resulting in thin wall thickness. The historical Husqvarna logo adorns the bronze finished crankcase covers.

- **Crankshaft position – ideal centre of gravity, improved handling**
- **Plain big end bearing and force-fitted bearing shells – increased durability and service intervals**

**CRANKSHAFT**

The crankshaft is manufactured to be as light as possible and is balanced perfectly to reduce vibrations. The component is also positioned to ensure that the rotational mass created has very little effect on the handling of the motorcycle.

- **High pressure die cast production**



CRANKCASES



CYLINDER

**NEW CARBURETTOR**

The MY17 TC 125 now features a 38 mm flat slide Mikuni TMX carburettor replacing the previous Keihin model. This new carburettor provides a more smooth and controllable power delivery with optimal performance over the entire RPM range. Additionally, it is also very easy to set.

- **New 38 mm Mikuni TMX carburettor – improved power deliver, optimal performance**

**GEARBOX**

The 6-speed gearbox features specific motocross gearing while the gear lever features an innovative tip design that prevents dirt build-up.

- **6-speed gearbox – specific motocross gearing**

**MAGURA CLUTCH**

The hydraulic Magura clutch guarantees excellent engagement and clutch action.

- **Magura hydraulic clutch – excellent modulation**

**EXHAUST**

The exhaust has been designed to offer the best possible performance while working together with the chassis design to achieve perfect weight distribution.

- **Exhaust – best possible performance with the best handling characteristics.**

**BENEFITS**

- **Continuous 2-stroke development offering maximum performance and low running costs**
- **Low weight and agile handling for easy access to competition-level motocross**
- **Hydraulic clutch**
- **High quality standard components**



NEW CARBURETTOR

# TECHNICAL INFORMATION BY MODEL *TC 85*

New stylish colours and graphics adorn the MY17 TC 85 modelled after the full-size motocross line up. The agile and powerful little 2-stroke is equipped with the most advanced technology available in small-size motocross. The TC 85 is the ideal entry into motocross for the champions of tomorrow.



## ENGINE

The high performance 2-stroke engine on the TC 85 features a power valve to maximise the power band and is coupled to a 6-speed gearbox and a formula hydraulic clutch for smooth and precise shifting. The high performance cylinder has flow-optimised ports.

- High performance 2-stroke – maximum performance, minimum running costs
- 6-speed gearbox and hydraulic clutch – precise shifting and smooth clutch operation

## FRAME

The chromoly steel frame and lightweight aluminium rear subframe combine to offer unrivalled precision and rider confidence.

- Steel frame and aluminium subframe – maximum stability and rider confidence

## BRAKES

A Formula four piston brake calliper and 220 mm wave disc at the front, and a two piston calliper and 210 mm wave disc at the rear, a new 4 mm thick and revised calliper pistons offer superior stopping.

- Formula brake calipers and wave discs – superior stopping power and feeling



# TC 85

## WP SUSPENSION

The TC 85 features completely adjustable WP suspension front and back for maximum performance on any track. The 43 mm upside down forks with 270 mm of travel are completely adjustable for rebound and compression damping. The PDS rear suspension offers stability and precision. The shock features complete adjustability and can be setup to perfectly match rider preference and track conditions.

■ **WP suspension – completely adjustable for precise setup on any track**

## WHEELS AND TYRES

Black Excel rims and CNC machined hubs are shod with Maxxis tyres that deliver outstanding performance on a variety of terrain. The pattern design and rubber compound deliver exceptional straight-line stability and excellent traction and predictability.

■ **Black Excel wheels and CNC machined hubs – low unsprung weight and great stability**

■ **Maxxis tyres – exceptional straight-line stability and excellent traction and predictability**

## BENEFITS

■ **Full-size performance**

■ **Light, agile and stable for complete rider confidence**

■ **Fast starts thanks to smooth hydraulic clutch action**

■ **High quality components**

## TECHNICAL DETAILS

### ENGINE

ENGINE TYPE  
DISPLACEMENT  
BORE/STROKE  
COMPRESSION RATIO  
STARTER/BATTERY  
TRANSMISSION  
FUEL SYSTEM  
CONTROL  
LUBRICATION  
GEAR RATIOS  
PRIMARY RATIO  
FINAL DRIVE  
COOLING  
CLUTCH  
IGNITION / ENGINE MANAGEMENT

### TC 85

Single cylinder, 2-stroke  
84.9 cc  
47/48.95 mm  
-  
Kickstarter  
6 gears  
Keihin PWK 28  
Rotation speed dependent exhaust flap  
Mixture lubrication 1:40  
11:29 14:28 16:26 19:26 21:25 20:21  
19:66  
14:49  
Liquid cooling  
Wet multi-disc clutch, Formula hydraulics  
Moric digital 2M1

### TC 125

Single cylinder, 2-stroke  
124.8 cc  
54/54.5 mm  
-  
Kickstarter  
6 gears  
Mikuni TMX 38  
Exhaust control  
Mixture oil lubrication 1:40  
14:32 15:30 17:28 20:28 19:23 22:24  
23:73  
13:50  
Liquid cooling  
Wet multi-disc clutch, Magura hydraulics  
Kokusan

### TC 250

Single cylinder, 2-stroke  
249 cc  
66.4/72 mm  
-  
Kickstarter  
5 gears  
Mikuni TMX 38  
Exhaust control TVC  
Mixture oil lubrication 1:60  
14:28 16:26 18:24 21:24 22:21 -  
26:73  
14:50  
Liquid cooling  
Wet multi-disc DDS-clutch, Magura hydraulics  
Kokusan

### CHASSIS

FRAME  
SUBFRAME  
HANDLEBAR  
FRONT SUSPENSION  
REAR SUSPENSION  
SUSPENSION TRAVEL FRONT/REAR  
FRONT/REAR BRAKES  
FRONT/REAR RIMS  
FRONT/REAR TYRES  
CHAIN  
SILENCER  
STEERING HEAD ANGLE  
TRIPLE CLAMP OFFSET  
WHEEL BASE  
GROUND CLEARANCE  
SEAT HEIGHT  
TANK CAPACITY, APPROX.  
WEIGHT, WITHOUT FUEL, APPROX.

Double grinded central double-cradle-type frame  
Aluminium  
Tapered aluminium, Ø 28/22 mm  
WP USD Ø 43 mm  
WP Monoshock PDS  
270/300 mm  
Disc brake Ø 220/210 mm  
1.60 x 19"; 1.85 x 16"  
70/100 x 19"; 90/100 x 16"  
428  
Aluminium  
66°  
14 mm  
1,290 ± 10 mm  
377 mm  
890 mm  
5 l  
68.5 kg

Central double-cradle-type 25CrMo4 steel  
Carbon fibre reinforced polyamide  
ProTaper, Aluminium Ø 28/22 mm  
WP USD, AER 48  
WP Monoshock with linkage  
310/300 mm  
Disc brake Ø 260/220 mm  
1.60 x 21"; 2.15 x 19" DID  
80/100-21"; 100/90-19"  
5/8 x 1/4"  
Aluminium  
63.9°  
22 mm  
1,485 ± 10 mm  
375 mm  
960 mm  
7 l  
87.4 kg

Central double-cradle-type 25CrMo4 steel  
Carbon fibre reinforced polyamide  
ProTaper, Aluminium Ø 28/22 mm  
WP USD, AER 48  
WP Monoshock with linkage  
310/300 mm  
Disc brake Ø 260/220 mm  
1.60 x 21"; 2.15 x 19" DID  
80/100-21"; 110/90-19"  
5/8 x 1/4"  
Aluminium  
63.9°  
22 mm  
1,485 ± 10 mm  
375 mm  
960 mm  
7 l  
95.8 kg





# ***MOTOCROSS*** 4-STROKE MODEL



**FC 450**



**FC 350**



**FC 250**

# TECHNICAL INFORMATION BY MODEL FC 450

The Husqvarna flagship FC 450 offers class leading performance in a lightweight, capable package. All aspects are designed to offer exceptional performance in conjunction with rider comfort and ergonomics making the FC 450 equally appealing to amateur and professional riders alike. Traction control, map select and WP AER 48 forks are just a few of the standard features, which ensure the FC 450 embodies premium quality and feel.



## ENGINE

The SOHC engine is the perfect example of the advanced engineering techniques used by Husqvarna Motorcycles offering a peak power of 63 hp at an overall weight of just 27.8 kg. Mass centralisation is key in the engine design, enabling chassis engineers to position the engine closer to the centre of gravity for greatly improved handling and manoeuvrability.

- Mass centralisation – improved handling and reliability
- Performance – 63 hp and only 27.8 kg



**CRANKSHAFT**

The inertia produced by the crankshaft has been carefully calculated to deliver optimal traction and ride-ability from the powerful 450 cc motor. The crankshaft is specifically positioned to harness the rotating mass in the ideal centre of gravity resulting in a lightweight and agile handling feel. A plain big end bearing comprising of two force-fitted bearing shells ensure maximum reliability and durability, guaranteeing long service intervals of 100 hours

- **Crankshaft position – ideal centre of gravity, improved handling**
- **Plain big end bearing and force-fitted bearing shells – increased durability and service intervals**

**CYLINDER AND PISTON**

The lightweight aluminium cylinder is an engineering masterpiece, featuring a 95 mm bore and a CP bridge-box-type piston that weighs only 320 g. The compression ratio is 12.6:1 for an amazing peak output of 63 hp.

- **Lightweight aluminium cylinder - 95 mm bore**
- **Lightweight CP forged bridged-box-type piston –high performance, reduced oscillating masses**

**GEARBOX**

The lightweight 5-speed gearbox has a low-friction coating on the shifting fork guaranteeing smooth and precise gear changing. The gear lever features a design that prevents dirt build-up and keeps the lever tip in its original position even in the toughest conditions. An advanced gear sensor allows for specific engine maps in each gear.

- **5-speed gearbox – smooth and precise shifting**
- **Integrated gear sensor – specific engine maps for each gear**

**CYLINDER HEAD**

The compact SOHC cylinder head has been designed to offer the maximum performance and the minimum possible weight. The camshaft actuates four lightweight titanium valves that weigh only 32 g on the intake side and 28 g on the exhaust. The diameter of the intake valves is 40 mm, while on the exhaust it is 33 mm. Low-friction DLC coating on the rocker arm and low-friction chain guides offer optimum efficiency and reliability.

- **SOHC – compact engine design**
- **Titanium valves – low weight, only 32 g on intake and 28 g on exhaust**
- **DLC coating & optimised chain guides – reduced friction**



CRANKSHAFT



PISTON

**BENEFITS**

- **Most powerful Husqvarna motocross engine ever developed**
- **Intuitive and confidence-inspiring riding experience**
- **Advanced electronics include launch control, traction control and adjustable engine maps**
- **Exclusive DDS clutch with Magura hydraulics for smooth and light clutch action**
- **Electric starter and compact Li-Ion battery**

DDS CLUTCH



CRANKCASES



**CRANKCASES**

The crankcases have been designed to house the shaft arrangements and internals of the engine in the position that offers the best possible handling. Additionally, the position of the clutch shaft keeps the clutch above the oil level resulting in decreased friction and increased efficiency. High-pressure die cast production processes keep the overall weight to a minimum, resulting in thin wall thickness while retaining reliability. The historical Husqvarna logo adorns the bronze finished crankcase covers.

- **Design – optimised mass-centralisation, increased efficiency**
- **High pressure die cast production process – thin walls for reduced weight, while maintaining strength**



# TECHNICAL INFORMATION BY MODEL *FC 350*

The FC 350 shares much of its engine and chassis architecture with the smaller FC 250. With a maximum output of 58 hp, the FC 350 has a 450 rivalling power-to-weight ratio while retaining the light, agile handling of the 250. This is matched with an advanced electronics package featuring launch control, switchable engine maps and traction control resulting in a versatile, high performance package.

## ENGINE

The 350 cc DOHC engine weighs in at only 27.2 kg and has a maximum power output of 58 hp. The engine is specifically designed with performance, weight and mass centralisation as key criteria. As a result, all shaft arrangements have been positioned to allow oscillating masses to occupy the ideal centre of gravity. All parts are engineered to offer the best possible performance while adding the least possible weight.

- ▮ Performance, weight, mass centralisation – 58 hp and only 27.2 kg
- ▮ Shaft arrangements – oscillating masses at ideal centre of gravity



**CYLINDER HEAD**

The FC 350 features the same DOHC design as the FC 250 with polished camshafts and DLC coated finger followers reducing friction and improving overall performance. Added to the design are larger titanium valves (36.3 mm intake and 29.1 mm exhaust) which allow the engine to rev freely to the 13,400 rpm ceiling.

- **Large titanium valves – 36.3 mm intake and 29.1 mm exhaust**
- **Polished camshafts, finger followers with DLC coating – reduced friction, better performance**

**CYLINDER AND PISTON**

The 88 mm bore and 57.5 mm stroke cylinder features a large diameter and lightweight forged bridged-box-type piston by CP. As a result, the relatively low oscillating masses deliver exceptional power, high revs and a very wide power band. The compression ratio is 14:1.

- **Lightweight 88 mm diameter piston – reduces oscillating masses**
- **Forged bridged-box-type piston – high performance and reliability**

**CRANKSHAFT**

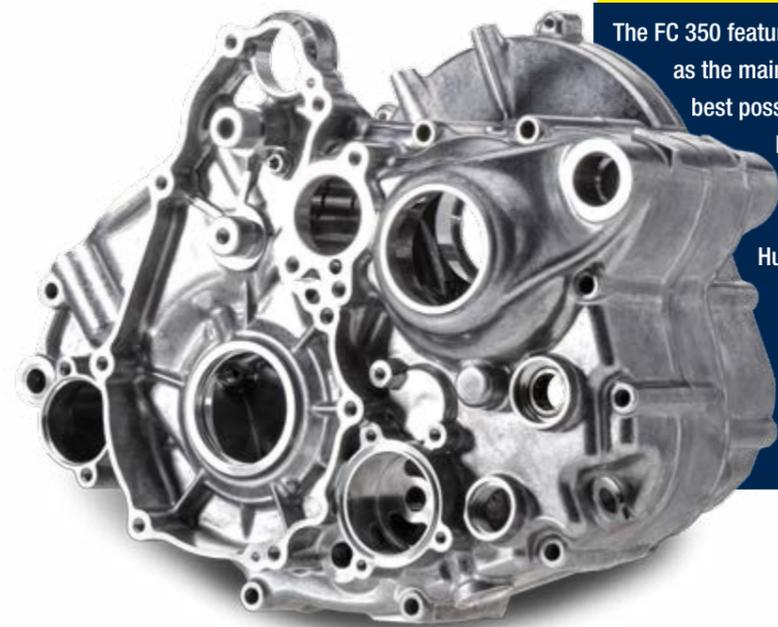
A superior quality crankshaft is at the heart of the high power output, high-revving FC 350 engine. The plain big end bearing featuring two force-fitted bearing shells ensure maximum reliability and durability, guaranteeing long service intervals of 100 hours.

- **Plain big end bearing – increased durability and service intervals**

**CRANKCASES**

The FC 350 features an engine design with mass-centralisation and weight reduction as the main goals. All the major components have been positioned to achieve the best possible centre of gravity. As a result, the motorcycle benefits from superb handling while ensuring a light and compact engine design. High-pressure die cast production processes keep the overall weight to a minimum, resulting in a thin wall thickness while retaining reliability. The iconic Husqvarna logo adorns the bronze finished crankcase covers.

- **Crankcases – mass-centralisation**
- **High pressure die cast production process – thin walls for reduced weight, while maintaining strength**

**CSS CLUTCH**

The 250 cc and 350 cc engines feature CSS (coil spring steel) clutches with Magura hydraulics and lever. The CSS clutch has six coil springs and 7 clutch plates, and a one-piece CNC machined steel clutch basket.

- **CSS clutch – lighter with more consistent clutch action**
- **Magura hydraulic system - German-made precision and quality**

**GEARBOX**

The compact 5-speed gearbox features a low-friction coating on the shifting fork ensuring smooth and precise gear changing. The gear lever features a design that prevents dirt build-up, ensuring easy operation in the toughest conditions. An advanced gear sensor allows for specific engine maps in each gear.

- **5-speed gearbox – smooth and precise shifting**
- **Integrated gear sensor – specific engine maps for each gear**



GEARBOX

**BENEFITS**

- **450-class performance with less effort**
- **250-class manoeuvrability and agility**
- **Standard map switch, launch control and traction control**
- **Magura hydraulic clutch for consistent, maintenance-free operation**
- **Reliable and dependable electric start**

# TECHNICAL INFORMATION BY MODEL *FC 250*

The 250 cc DOHC engine has been designed in conjunction with the chassis to operate in perfect harmony. All internal components have been engineered to deliver the maximum possible performance and packaged in order to position the engine at the ideal centre of gravity within the chromoly steel frame. In combination with the carbon fibre rear subframe and new WP AER 48 fork, the FC 250 is one of the most technologically advanced 250 4-stroke motocrossers developed to date.



## ENGINE

All major components and shaft arrangements have been carefully designed and placed in specific positions that best suit the performance and handling characteristics of the overall package. The 250 cc engine is not only light at 26.1 kg but also remarkably powerful with an overall power output of 46 hp at the output shaft. In order to achieve this, all components are engineered to produce the least amount of friction possible reducing drag as a result.

- ▮ Engine design – light and compact for optimised mass-centralisation
- ▮ Outstanding performance – 46 hp peak power and 14,000 rpm rev-limit
- ▮ Low friction – reduces overall drag



**CYLINDER HEAD**

The DOHC cylinder head features finger followers with a DLC (diamond like carbon) coating resulting in minimal friction and optimal performance. These actuate large titanium valves (32.5 mm intake, 26.5 mm exhaust) which at the 14,000 rpm rev-limit open and close multiple times each second introducing fuel/air mixture to the carefully designed combustion chamber delivering efficient and optimal power throughout the rev-range. The cylinder head is now fixed to the frame using lightweight aluminium brackets instead of steel, saving 114 grams while keeping the same structural integrity.

- Large titanium valves (32.5 mm intake, 26.5 mm exhaust) – optimal gas flow
- Finger followers with DLC coating – reduced friction, better performance
- Carefully designed combustion chamber – optimal power throughout the rev-range

**CYLINDER AND PISTON**

The 78 mm bore cylinder houses a forged bridged-box-type piston made by CP. Both the cylinder and piston are precision engineered from high strength aluminium resulting in outstanding performance and reliability. The compression ratio is 14.4:1.

- Large 78 mm bore and large diameter valves – high-revving, quick response
- Forged box-type – high performance and reliability

**GEARBOX**

The 5-speed gearbox has been designed to be extremely light and durable while featuring motocross specific ratios. The shifting fork has a low-friction coating for smoother gear changing while the gear lever is designed to prevent dirt build-up and ensure perfect gear selection in all conditions. An advanced sensor allows for specific engine maps delivering the best possible performance in each gear.

- New lighter 5-speed gearbox – increased durability and improved shifting
- Integrated gear sensor – specific engine maps for each gear

**CRANKCASES**

All new generation Husqvarna motocross motors are designed with mass centralisation and weight reduction as main criteria. As a result, the crank-cases have been designed to house the internal components of the engine in the perfect position to achieve the ideal centre of gravity while adding the least possible weight. The casings are manufactured using a high-pressure die cast production process, resulting in thin wall thickness while retaining exceptional reliability. The iconic Husqvarna logo adorns the bronze finished crankcase covers.

- Crankcases – light and compact; optimised mass-centralisation
- High pressure die cast production process – thin walls for reduced weight, while maintaining strength

**CSS CLUTCH**

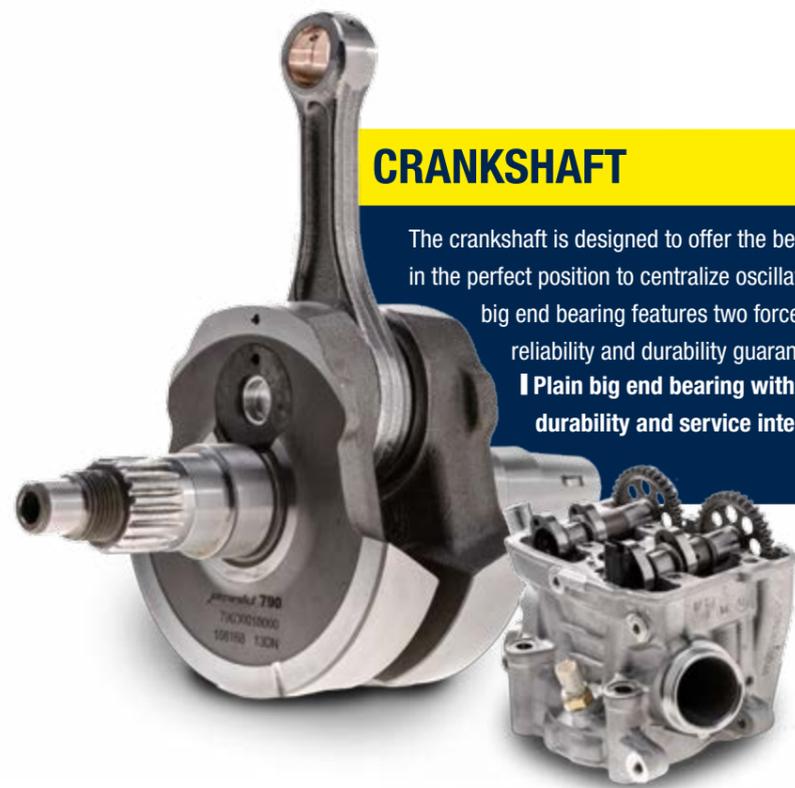
The 250 cc and 350 cc engines feature a CSS (coil spring steel) clutch with Magura hydraulics. The CSS clutch has six coil springs and 7 clutch plates, and a one-piece CNC machined steel clutch basket.

- CSS clutch – lightweight and reliable
- Magura hydraulic system – high quality, perfect clutch modulation

**CRANKSHAFT**

The crankshaft is designed to offer the best possible performance all while being placed in the perfect position to centralize oscillating masses for optimal handling. The plain big end bearing features two force-fitted bearing shells ensuring maximum reliability and durability guaranteeing long service intervals of 100 hours.

- Plain big end bearing with force-fitted bearing shells – increased durability and service intervals



CYLINDER HEAD



PISTON

CLUTCH BASKET



**BENEFITS**

- Class leading performance and weight
- Carefully calculated weight distribution for top-level handling and manoeuvrability
- Advanced electronics for maximum performance
- Hydraulic clutch and reliable gearbox for precise and smooth shifting
- Reliable and dependable electric start



GEARBOX

# TECHNICAL *DETAILS*

## ENGINE

ENGINE TYPE
DISPLACEMENT
BORE/STROKE
COMPRESSION RATIO
STARTER/BATTERY
TRANSMISSION
FUEL SYSTEM
CONTROL
LUBRICATION
GEAR RATIOS
PRIMARY RATIO
FINAL DRIVE
COOLING
CLUTCH
IGNITION / ENGINE MANAGEMENT

### FC 250

Single cylinder, 4-stroke
249.9 cc
78/52.3 mm
14.4:1
Electric starter / Lithium Ion 12V 2.2Ah
5 gears
Keihin EFI, throttle body 44 mm
4 V / DOHC with finger followers
Pressure lubrication with 2 oil pumps
13:32 16:32 17:28 19:26 21:25 -
24:73
14:51
Liquid cooling
Wet multi-disc CSS-clutch, Magura hydraulics
Keihin EMS

### FC 350

Single cylinder, 4-stroke
349.7 cc
88/57.5 mm
14.0:1
Electric starter / Lithium Ion 12V 2.2Ah
5 gears
Keihin EFI, throttle body 44 mm
4 V / DOHC with finger followers
Pressure lubrication with 2 oil pumps
14:28 16:26 18:24 21:24 22:21 -
24:73
14:50
Liquid cooling
Wet multi-disc CSS-clutch, Magura hydraulics
Keihin EMS

### FC 450

Single cylinder, 4-stroke
449.9 ccm
95/63.4 mm
12.75:1
Electric starter / Lithium Ion 12V 2.2Ah
5 gears
Keihin EFI, throttle body 44 mm
4 V / SOHC with rocker levers
Pressure lubrication with 2 oil pumps
16:32 18:30 20:28 22:26 24:24 -
31:76
13:48
Liquid cooling
Wet multi-disc DDS-clutch, Magura hydraulics
Keihin EMS

## CHASSIS

FRAME
SUBFRAME
HANDLEBAR
FRONT SUSPENSION
REAR SUSPENSION
SUSPENSION TRAVEL FRONT/REAR
FRONT/REAR BRAKES
FRONT/REAR RIMS
FRONT/REAR TYRES
CHAIN
SILENCER
STEERING HEAD ANGLE
TRIPLE CLAMP OFFSET
WHEEL BASE
GROUND CLEARANCE
SEAT HEIGHT
TANK CAPACITY, APPROX.
WEIGHT, WITHOUT FUEL, APPROX.

Central double-cradle-type 25CrMo4 steel
Carbon fibre reinforced polyamide
ProTaper, Aluminium Ø 28/22 mm
WP USD, AER 48
WP Monoshock with linkage
310/300 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 19" DID
80/100-21"; 110/90-19"
5/8 x 1/4"
Aluminium
63.9°
22 mm
1,485 ± 10 mm
370 mm
960 mm
7 l
98.8 kg

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5/8 x 1/4"
Aluminium
63.9°
22 mm
1,485 ± 10 mm
370 mm
960 mm
7 l
101.2 kg





AVIATOR 2.1 RAILED HELMET



RACECRAFT GOGGLES

# HUSQVARNA MOTORCYCLES *CLOTHING*

The brand new Husqvarna Motorcycles 2017 clothing collection offers various features in terms of a casual and functional range of garments to meet the needs of every generation. The mixture of Swedish design and quality not only fits the rider but also adapts to suit many riding possibilities. The new 2017 collection is designed to match kids, women's and men's styles in the unique way that Husqvarna Motorcycles, as a pioneering brand, has already built up. Protective clothes, innovations in functionality and increased durability are the main highlights of both the casual and functional wear, and accompanying lifestyle accessories. The Railed series (helmet, shirt, pants, gloves) is part of the 2017 collection, which features many other high quality products.

## AVIATOR 2.1 RAILED HELMET

This next generation of the race-tested offroad helmet with removable, washable, antibacterial inner lining and cheek pads, is supported by an elaborate ventilation system. Exclusively provided by Airoh for Husqvarna Motorcycles, this lightweight helmet of 950 g ( $\pm 50$  g) is made of 50 % Kevlar® / 50 % carbon, which provides optimal safety and fit, thanks to three different shell sizes with double D-ring fastener.

- ▮ Elaborate ventilation system
- ▮ Removable, washable, moisture wicking, antibacterial inner lining and cheek pads
- ▮ Ventilation openings protected with grilles; additional covers supplied
- ▮ Carbon-Kevlar® mix
- ▮ Optimal safety and fit thanks to three different shell sizes
- ▮ Double D-ring fastener
- ▮ Emergency help tabs (removable cheek pads)
- ▮ Helmet edge specially optimised for neck brace
- ▮ Peak adjustable with aluminium screws
- ▮ Weight 950 g ( $\pm 50$  g)
- ▮ Made exclusively for Husqvarna by Airoh
- ▮ 50 % Kevlar® / 50 % carbon

## RACECRAFT GOGGLES

Professional MX goggles designed exclusively for Husqvarna by 100%. Fog free lenses made of Lexan® with protection from UVA, UVB and UVC.

- ▮ Fog-free lenses thanks to anti-fog technology
- ▮ Three-layer, fleece-foam lining for maximum moisture transport and comfort
- ▮ Lexan® glass with 100 % protection from UVA, UVB and UVC
- ▮ Made exclusively for Husqvarna by 100%
- ▮ 100 % urethane



RACECRAFT GOGGLES

# HUSQVARNA MOTORCYCLES

## CLOTHING

### CELIUM RAILED GLOVES

Lightweight, premium MX glove with excellent freedom of movement, UV – resistant, supported by silicone grip coating on the fingertips for optimal lever operation. Lycra® cuffs and finger sidewalls provide optimal fit; made of 45 % PU / 35 % polyester / 12 % nylon / 8 % airprene.

- Optimum fit thanks to Lycra® cuffs and finger sidewalls
- Silicone grip coating on the fingertips for optimum lever operation
- UV-resistant and fade-proof sublimation prints
- Made exclusively for Husqvarna by 100%
- 45 % PU / 35 % polyester / 12 % nylon / 8 % airprene

### RAILED SHIRT WHITE & YELLOW

Lightweight, breathable MX shirt in two colours made of material mix designed to transport maximum moisture away from the skin. 100 % polyester, UV – resistant, elastic Lycra® collar for comfort and functionality. Ventilated mesh panel accentuate the high breathability qualities.

- Intelligent material mix transports maximum moisture away from the skin
- Raglan-style sleeves for a comfortable fit
- High breathability thanks to ventilated mesh panel
- Elastic Lycra® collar for comfort and functionality
- Narrow cuffs prevent arm pump
- UV-resistant and fade-proof sublimation prints
- 100 % polyester

### RAILED PANTS WHITE & YELLOW

Extremely lightweight, comfortable MX pants combined with mesh lining throughout, with optimal ventilation for impressive comfort. Reduced material and design for weight savings and outstanding ergonomic performance, loose fitting knee and shin area for knee brace. Made of 83% polyester / 9% nylon / 5% leather / 3% spandex.

- Mesh lining throughout with optimal ventilation for impressive comfort
- Abrasion-proof 330D nylon
- Seat reinforcement in 1000D Cordura
- Heatproof and abrasion-resistant leather knee reinforcement
- Double and triple-reinforced seams for maximum durability
- Lining with elasticated panels for an optimal fit
- Reduced material and design for weight savings and outstanding ergonomic performance
- Loose fitting knee and shin area for knee brace
- Removable foam hip protectors
- Flexible, double waistband adjustment with Velcro fastener for optimum fit
- UV-resistant and fade-proof sublimation prints
- 83 % polyester / 9 % nylon / 5 % leather / 3 % spandex



CELIUM RAILED GLOVES



RAILED PANTS



RAILED SHIRT



FMF MX SILENCER

# HUSQVARNA MOTORCYCLES *ACCESSORIES*

Husqvarna Motorcycles offers a wide range of accessories, which reflect premium quality and maximise all the aspects of classic Swedish styling both on and off the bike. Created in cooperation with the company's Research and Development and Motorsport Departments, the original range of accessories are exclusively available at authorized dealers worldwide. These accessories are specifically designed to enhance both the performance and appearance of the bikes, but also to protect its most sensitive parts, even in the toughest riding conditions. Husqvarna Motorcycles' accessories meet the highest standards and express the kind of innovative development that inspires riders to take that legendary ride.

## FMF MX SILENCER

Blue anodized outer sleeve, manufactured from high-grade titanium with carbon silencer cap that provides more performance and torque while delivering an identical look to our official factory team. The silencer represents substantial weight savings and can also be installed in combination with the original manifold.

## CNC PARTS ANODIZED

All Husqvarna CNC parts are manufactured from high-grade aluminium. They not only look great but also stand up to the toughest loads. Anodized aluminium parts from the Husqvarna Motorcycles accessories range are guaranteed to give the Husqvarna bike that personal touch.

## FACTORY TRIPLE CLAMP

Made of highest-grade aluminium, the clamp ensures perfectly tuned stiffness of the steering stem with 100 % alignment of the fork tubes. Perfect flexibility adapted to the Husqvarna WP fork, quick and easy offset adjustment between 20 mm or 22 mm.

- ▮ Spun fork clamping after anodizing – a machining process that increases the friction between the triple clamp and the fork tubes, with constant tightening torque which, to a great extent, prevents twisting of the fork tubes in the triple clamp.
- ▮ The special steering stem support additionally boosts this effect.

## OFFSET ADJUSTMENT OPTIONS:

- ▮ Shorter offset: Stability on short straights
- ▮ Longer offset: easier and faster turning into the corners

## SKID PLATE

Very robust rear fastening clamp made of 4mm-thick, high-strength, robust aluminium developed for Husqvarna to fit precisely into its models. Highest quality workmanship is reinforced by quick and simple installation.

- ▮ Decoupled from the frame by rubber pads
- ▮ Very robust rear fastening clamp



CNC PARTS ANODIZED



FACTORY TRIPLE CLAMP



SKID PLATE

# HUSQVARNA MOTORCYCLES *COMPANY*

**Husqvarna Motorcycles GmbH has actively been performing under KTM Group ownership since October 2013. During this short period Husqvarna Motorcycles has re-established its position as one of Europe's main motorcycle manufacturers, achieving sales and production records during the last two years.**

2014 was the first full year of production of 'new era' Husqvarna Motorcycles. In selling 16,337 units (two-thirds of which competition enduro bikes, one-third motocross) the company proved that the strong pioneering tradition of the premium brand is still alive in the heart of thousands of motorcycle fans worldwide.

The success of Husqvarna's Swedish-inspired design continued in 2015 when it exceeded the previous year's record. A total of 21,513 units were sold with significant growth in the North American market (USA and Canada) supporting the company's success.

With the unveiling of the 701 SUPERMOTO and 701 ENDURO in fall 2015 Husqvarna Motorcycles took its first major step back into the street market to fulfil the brand's promise of expanding a model range that shapes the future evolution of the motorcycle industry.

The state-of-the-art manufacturing facilities in Austria are located in the area in and around Mattighofen – Europe's most technologically advanced motorcycle manufacturing site. All key departments are situated in short distances from one another. Research and Development is strategically placed alongside the main assembly facility, and within three kilometres of the engine manufacturing plant and the Motorsport building. WP Performance Systems GmbH is situated in

nearby Munderfing, where frames, radiators, suspension and exhausts are produced to the highest quality standards. Highly automated production procedures at WP include hydro-forming, laser cutting and robot welding for maximum precision and consistent quality. The new KTM Group logistics centre is situated alongside WP. Completed at the end of 2015 the logistic centre will greatly improve packaging and handling of products, in turn improving world-wide distribution.

Optimal communication between departments guarantees efficient and integrated product development, with technological knowhow from R&D, Motorsport and WP being transferred directly onto the bikes that roll off from the four production lines in Mattighofen.

For model year 2017 Husqvarna continues to utilise pioneering and cutting edge technologies to develop motorcycles with improved manoeuvrability, power and ergonomics. Attention to detail and innovative techniques used by Husqvarna engineers result in the continued development of market leading, premium motorcycles. Husqvarna Motorcycles remains focused on developing high quality products that appeal to motorcycle enthusiasts around the world, consolidating the premium image of the historic brand and ultimately ensuring success on the market and in motorsport.

Husqvarna motorcycles, parts and accessories are distributed worldwide through an ever-increasing distribution network of 17 subsidiaries, including North America and Japan, and 47 high profile importers.

# HUSQVARNA MOTORCYCLES

## *HISTORY*

**What was once a small metalworking business founded over three centuries ago in Huskvarna, Sweden, has evolved and diversified into a variety of fields ranging from the production of muskets for the Swedish Army in the 17th century to the production of industry-leading motorcycles in the 21st century.**

1903 was the year Husqvarna began production of their first motorcycles, making it one of the world's oldest motorcycle manufacturers with uninterrupted production. In the first half of the 20th century, when motorcycling heroes chased glory on treacherous early road race courses such as the Isle of Man Tourist Trophy, Husqvarna achieved fame throughout Europe thanks to its commitment to street based motorsports.

The post-war era was a turning point for Husqvarna. A severely damaged road network in Europe meant the common, heavy and cumbersome pre-war designed mainstream motorcycles were unable to easily navigate bombed, potholed and rubble strewn streets. This called for lightweight, manoeuvrable, robust and easy-to-ride motorcycles. The subsequent economic climate also called for functional yet affordable machines. Husqvarna's small engine single-cylinder bikes of the day were the answer.

Offroad motorsports became popular in the 1950s and Husqvarna was the first manufacturer to produce purpose-built motorcycles for these up-and-coming disciplines. The push towards success saw the development of several competition machines with varying displacements and engine layouts, with the first five world titles in motocross conquered between 1960 and 1963 in the 250cc and

500cc categories. Husqvarna's success spanned several decades, with famous riders such as Torsten Hallman, Malcolm Smith, Swedish enduro heroes like Sven Erik Jonsson and Thomas Gustavsson, as well as Hollywood film actor Steve McQueen, piloting their Husqvarna bikes on the most demanding courses and tracks around the world.

The offroad aura that surrounded Husqvarna gained further consistency in 1983 with the introduction of the first 500cc 4-stroke model. The light and agile Enduro model was a pioneering technological marvel. Featuring all-round lubrication and air cooling, it paved the way for a generation of cutting-edge 4-stroke offroad motorcycles.

The corporate history over the last three decades has been turbulent at times, with the Swedish giant Electrolux selling the motorcycle division to the Italian company Cagiva MV Agusta and subsequently transferring the headquarters and manufacturing to Northern Italy. In 2007, Husqvarna Motorcycles was acquired by the BMW Group.

Today, following relocation to Austria in 2013, under the new ownership of KTM Group Husqvarna Motorcycles is returning to its former glory. 113 years after it started motorcycle production, the glorious brand's reputation forged in motorsport is once again resplendent. A mixture of heritage, performance and style and high quality standards are evidence of the iconic Swedish brand's intent, forming the basis for continued growth and a prosperous future





# HUSQVARNA MOTORCYCLES *MOTORSPORT*

**Husqvarna Motorcycles remain committed to international offroad racing. Establishing the global Rockstar Energy Husqvarna Factory Racing team at the start of 2016, US racer Jason Anderson immediately powered his FC 450 to the top of the podium at the opening round of the AMA Supercross series in Anaheim, CA. Anderson wrapped up the 450SX Championship with a highly respectable third place in the final standings, while in the 250SX divisions Zach Osborne and Martin Davalos enjoyed strong results, with Davalos claiming two races wins throughout the season.**

Battling at the top of the ultra-competitive FIM Motocross World Championship Max Nagl once again leads Husqvarna's assault of the coveted MXGP series. The standout performer during much of the 2015 series, Max has again tasted success with a commanding moto victory at the GP of Argentina. The experienced German currently sits fourth in the championship standings. Showing impressive speed Max Anstie heads Husqvarna's MX2 effort with the Brit enjoying five second place race results from the opening seven rounds of the 2016 series.

Underlining Rockstar Energy Husqvarna Factory Racing's strong start to 2016 US racer Colton Haaker won the FIM SuperEnduro World Championship following a thrilling final round showdown in Madrid, Spain. Haaker's consistency and all-out performance at the closing round of the championship earned Husqvarna their first title of 2016.

Husqvarna's success in the Enduro World Championship also continues. At the opening round of the 2016 series in Morocco Frenchman Mathias Bellino – the 2015 Enduro 3 World Champion – rode his FE 450 to overall victory to ensure a hugely positive start to his championship aspirations. Two rounds into the 2016 series and Bellino sits second in the Enduro GP World Championship standings. Investing in up-and-coming young talent in 2016, further strong results came from Spaniard Josep Garcia in the Enduro Junior category.

Jarvis and Mario Roman has already enjoyed success. Runner-up at the season opening Ales Trêm event in France Jarvis then topped the podium at The Tough One in Great Britain before placing as runner-up at the Minas Riders event in Brazil.

Spearheading Husqvarna Motorcycles' five-rider US offroad racing team, Josh Strang hit the top step of the podium at rounds one and two of the GNCC series. Continuing his impressive form the Australian finished as runner-up and in third at the following two events and sits second at the championship standings after five races.

Dakar Rally 2016 signaled the start of an exciting chapter of motorsport competition in the new era of Husqvarna Motorcycles with Pablo Quintanilla ending the grueling 13-day event third overall. Leading the rally team's assault on the FIM Cross-Country Rallies World Championship, the Chilean earned stage wins at both the Abu Dhabi and Qatar Rally, finishing as overall runner-up in Qatar.

Motorsport is an integral part of Husqvarna's 113 year history, and will continue to be one of the driving factors in the development of class-leading production motorcycles. Husqvarna Motorcycles remains resolute about achieving success at the highest levels of two-wheeled motorsport.

PIONEERING SINCE 1903



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