

2011

ENDURO CROSS COUNTRY SUPERMOTO

FE 390 + FE 450 + FE 570 + TE 250 + TE 300 + FX 450 + FS 570

100%

HUSABILITY

HUSABERG

ENDURO 4STROKE NEW 3

ABILITY UNDERSTATEMENT IN



FE 390
FE 450
FE 570
TE 250
TE 300
FX 450
FS 570

BRAND POSITIONING / CORE VALUES:

RIDEABILITY

The extremely easy-shifting handling is primarily what sets the new Husaberg 4-stroke generation apart. This was largely achieved through a consistent weight reduction and a high-tech construction that concentrates all the moving engines masses as compactly and as close to the bike's centre of gravity as possible. The main target in the development of the bikes was to get the best handling 4-stroke on the market, as close to a 2-stroke as possible. That was achieved, but the engineers also had to face the fact, that there are some riding conditions where a 2-stroke does still have its advantages. That's why the next step was to add 2-stroke models to the Husaberg model range.

INNOVATION

Husaberg products are always taking that extra, courageous step forward in their technological development. This force for innovation springs from a deep understanding of the sport and the riders' needs.

UNDERSTATEMENT / DIFFERENCE

At a first glance, every vehicle is an understatement, not a show-off. All the details are designed to improve the rideability of the bike, they all have a purpose. This makes Husaberg different and very exceptional. Just like the people who buy this brand.

COMPETITION

Husaberg has its roots in the racing world. It was founded by avid racers who developed racing vehicles. It's all about racing - that's why our products are purely racing machines.

SWEDEN

The brand originated in the forests of Sweden and is also deeply rooted there. Sweden is already a trademark in itself, one that distinguishes the bikes. Husaberg, born in Sweden, built in Austria, combining competence and passion with the highest manufacturing quality.

The Husaberg logo, featuring the word 'HUSABERG' in a bold, blue, sans-serif font with a yellow horizontal bar above it.



2011

FE 390
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FE 390

The Husaberg FE 390 found it's place in the market and in the hearts of Enduro riders all over the world right from the start. It's the perfect compromise, in a good way. It has enough power for every riding situation and a very high level of traction, yet is not as demanding as a 450. It matches any 250 4-stroke in terms of easy handling, but with its way more bottom end power and torque and its smooth power delivery it is one step ahead in terms of overall rideability. Being based on the Husaberg 450 engine, the maintenance effort is also considerably lower than for 250 4-strokes. These characteristics made the FE 390 the first choice among hobby riders and professionals alike. Its racing qualities in technical terrain have been proven by Joakim Ljunggren's 3rd place in the IEWC 2010.



FE 450

The Husaberg FE 450 turned the royal league of Enduro, the E2 class, upside-down. A powerful, yet due to the EFI very manageable, enduro engine and a new level of handling in this class. It took Joakim Ljunggren to 3rd place in the 2009 E2 World Championship, Oriol Mena to the Junior World Championship title and also won several national Enduro championship titles. But the bike is not only successful in racing, also "Dirt Bike of the Year" awards in several countries prove its outstanding performance and rideability which simply makes offroad riding more fun for anyone.



Now being equipped with a closed cartridge front fork in combination with a refined overall suspension setting and a reinforced steering head won't make it any easier for the competition to catch up.

FE 570

The Husaberg FE 570 is in terms of engine capacity the biggest bike on the market. It has masses of torque right from the very bottom and taken up through the revs the power builds like a storm. Nevertheless it never feels like a big-bore monster but delivers any level of power in a very manageable way. The rideability and handling are comparable to much smaller bikes in terms of engine capacity. It is the perfect enduro bike for fast and flowing offroad tracks, gravel roads and serious rally racing. For model year 2011 the reinforced steering head and the closed cartridge front fork (for all FE models) contribute to even better stability of the bike at high speeds.



Some riders even prefer it to a lot smaller bikes for Extreme Enduro races, because the FE 570 pulls you up every hillclimb, no matter how steep.

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FX 450

The Husaberg FX 450 is a dedicated Cross Country model, for every kind of closed-course offroad racing. Its XC suspension with a closed-cartridge USD fork and its SOHC enduro engine with an adapted 6-speed gearbox combine the best of both worlds for serious Cross Country racing. With the newly reinforced steering head the FX 450 is now even better suited for use on MX tracks, be it for training or for amateur racing.



FS 570

The FS 570 revived Husaberg's tradition in the Supermoto segment. It is a Supermoto for everyday use out on the streets, but with only small changes easily transformed into a pure racebike. The FS 570 takes the amazing new engine concept to asphalt and defines a new level of handling and rideability for street legal supermos. The huge torque and power of the 570 cc engine together with the sharp handling and improved feel for the front wheel due to the reinforced steering head are a winning combination on twisty backcountry roads as well as on tight Supermoto tracks.



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DETAIL INFORMATION CLOSED CARTRIDGE

The closed cartridge fork is a suspension unit with two internal oil systems. It is more or less fitted with an independent sealed shock absorber inside the fork, which is filled with air set under pressure. This avoids any inconsistencies in terms of damping, which might occur in open cartridge forks due to the oil/air mixture. Therefore a closed cartridge fork guarantees constant damping characteristics during the entire stroke and this means better safety and traction on the front wheel.

In case of a leaking seal ring the fork might lose oil, which means less progression due to the larger oil chamber, but the internal cartridge does still provide full damping. Due to the more sophisticated technology the Closed Cartridge forks are much more expensive than conventional ones, but they are the best choice when it comes to damping and front wheel traction.



➔ **Top-of-the line suspension**
with Closed Cartridge front fork

➔ **Easy handling**
due to mass centralisation of the 70° engine layout

➔ **Extremely smooth power delivery**
due to EFI, yet powerful

➔ **Maximum traction** due to smooth power delivery and more backward weight distribution



FOUR-STROKE MODELS

The four-stroke Enduro models stand for most modern technology and highest innovation. For model year 2011 the engineers again could further improve these bikes. With top-class suspension, reworked frame and several minor improvements, the new line-up raises the standard again and sets a new benchmark in the Enduro competition segment.

SUSPENSION (FE)

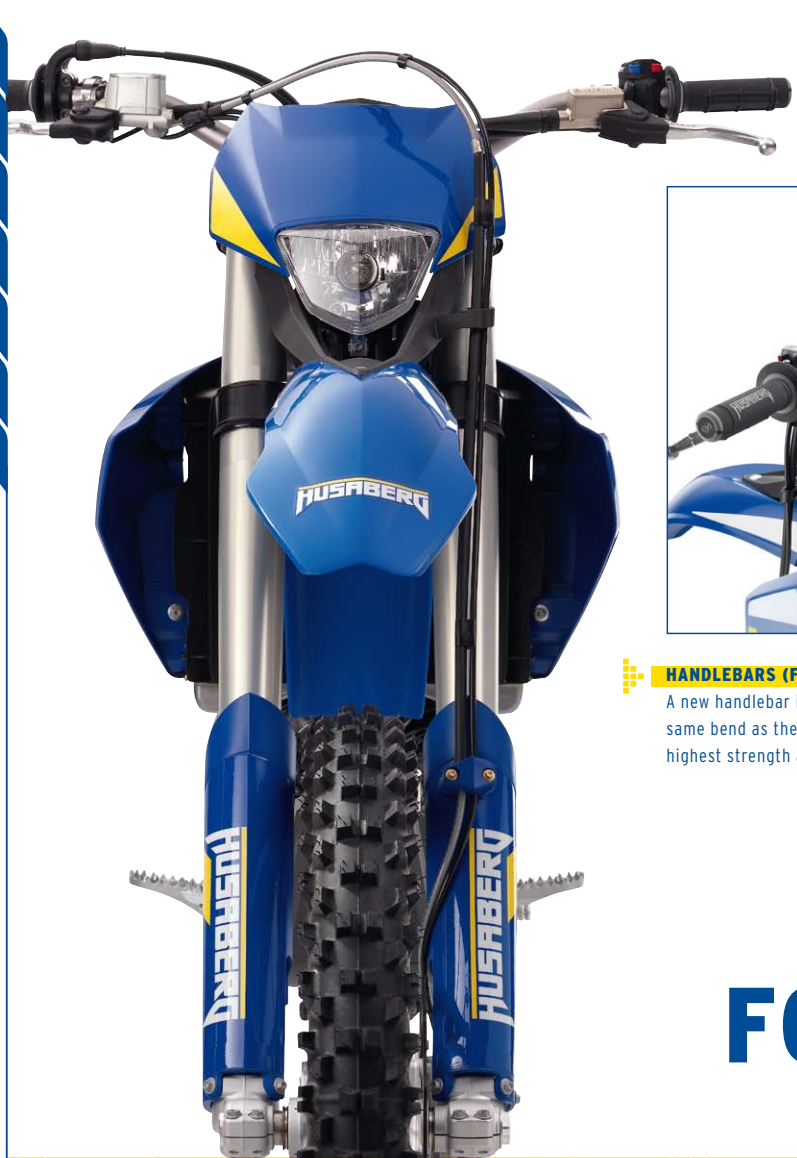
The latest WP upside-down forks with 48 mm and a closed cartridge mean a completely new dimension when it comes to standard Enduro suspensions. Compared to an open system these forks are fitted with a separate internal damping unit providing unrivalled sensitivity and damping characteristics well proven by the FX 450. In comparison to the last year's FE models the new bikes provide a significantly sportier suspension setting (also for the rear shock absorber), which supplies a wider field of usage and is beneficial when it comes to faster riding on worn tracks.

FRAME (FE, FX, FS MODELS)

In order to make the frame of the four-strokes stiffer, the engineers have made a new design in the steering head area, which guarantees higher longitudinal stiffness for better stability and better feel of the front wheel.

4STROKE THE CHASSIS

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HANDLEBARS (FE, FS)
A new handlebar is produced by Neken with the same bend as the predecessor which guarantees highest strength and safety.



GRAPHICS (FE, FX)
For model year 2011 all offroad models feature fresh graphics and new Husaberg distinctive colours on the head light mask and fork protectors in order to underline the updates.



FRONT BRAKE (FS)
A new front brake disc made by Braking is replacing last year's version providing better brake performance and safety.

FOUR-STROKE MODELS

INNOVATIONS 2011

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Rear Subframe • Why does it always have to be metal when high-strength plastics can do the job just as well? With this motto, the Husaberg engineers designed the rear frame of cross-linked polyethylene. This guarantees much more flexibility compared to aluminium, which might be bent in case of crash. Apart from reduced weight, this material offers a free choice of form. Numerous electrical components can thus be safely embedded in the subframe, while a lateral opening under the seat serves as a hand-hold when manoeuvring in tough terrain.



Swingarm • The cast swingarm adapted to the bending moment holds the directly mounted PDS shock absorber and was designed so that both arms exhibit the same flexibility behaviour. That ensures optimum tracking stability, plenty of traction and comfort.



PDS Shock • The fully adjustable WP PDS shock absorber has not only adjustable rebound damping but also variable high and low speed compression damping. The new setting was developed to match the new Closed Cartridge front fork and it gives the bike better stability as well as better bottoming resistance.



Exhaust System • The exhaust manifold has been integrated into the bike in such a way that it is optimally protected from damage caused by rocks, and also for the rider it is hard to make contact with it. The elegant silencer made of lightweight aluminium reliably complies with the demanded noise limits.



Headlight Mask • The modern design of the headlight mask is an optimum combination of form and function. The mask integrates perfectly the headlight with its scratchproof plastic lens and serves at the same time as a stabiliser for the front fender. The brake hose guide keeps the front brake hose in position.



Airbox • Positioned directly behind the fuel cap, it is concealed by the front part of the seat. A straight intake duct in direct downdraught from the filter to the cylinder ensures maximum performance. This high airbox position guarantees cool, cleaner intake air and in particular unbeatable wading depth for crossing deep rivers.



Fuel tank • The 8.5 litre tank of transparent polyethylene drawn well down under the seat contributes to the centralisation of the masses and the lowest possible bike centre of gravity. A fuel level sensor indicates via control lamp in the cockpit, when the fuel level is getting low. The compact fuel pump is in the lower section of the tank, while the airbox is located in the upper part of the tank.



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4STROKE THE CHASSIS

FOUR-STROKE MODELS



FOUR-STROKE MODELS

ALL 4-STROKE MODELS

New valve spring retainers made of a stronger material guarantee better reliability, if an engine is stressed at highest rpm.

A new material of the rubber intake manifold (between throttle body and engine) guarantees better reliability and improves the airflow even more.

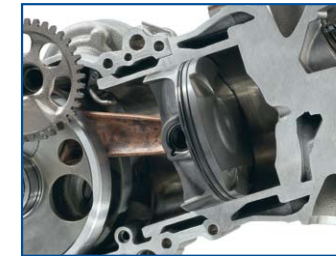
FE 390/570

Optimised timings of the automatic de-compressor system provide easier and safer starting.

70° Cylinder Angle • A flat cylinder angle of 70° allows the crankshaft to be moved more than 100 mm upwards and approx. 160 mm to the rear, this bringing the rotating masses of the crankshaft closer to the bike's centre of gravity. This centralisation of the masses results in an incomparably light handling for a four-stroke single cylinder. Positive side-effects of the more elevated engine are the reduced overall width and significantly unrivalled ground clearance - an enormous benefit in rough off-road terrain.

Cylinder Head • An overhead camshaft operates the four valves (incl. titanium intake valves) using the weight-optimised rocker arm and also serves as a centrifuge for the engine ventilation. Minimised oscillating masses, larger valve cross-section and a flatter valve angle compared with its predecessor result in significantly enhanced performance with a simultaneous improvement in rideability at lower revs. A magnesium cylinder head cover mounted at an angle greatly simplifies the service work.

Engine Management • State-of-the-art engine management from Keihin ensures a smooth response and riding behaviour simultaneously with improved performance. The cylinder breathes via the airbox positioned in the tank and a 42 mm throttle body in direct draught for optimum flow and hence maximum power. Temperature and elevation compensation are also state-of-the-art. In addition, the system offers the possibility of activating two further mappings (more gentle or more aggressive than the standard mapping) via an optional map select switch from the Husaberg Parts program.



The heart of all Husaberg 4-stroke models is the sophisticated SOHC single-cylinder engine with the unique 70° cylinder angle. Apart from top performance, a modern compact design and proven durability, this layout improves the handling of the bike by moving the heavy rotating masses of the crankshaft as close to the bike's center of gravity as possible.

4STROKE THE ENGINE



70th

FOUR-STROKE MODELS

+ ENDURO + 4STROKE + NEW² + SWEDEN + PURISM + HUSABILITY + UNDERSTATEMENT + INNOVATION + ENDURO + 4STROKE + SWEDEN + PURISM + HUSABILITY + UNDERS

FE 390
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TE 250
TE 300
EX 450
FS 570



FE 390 FE 450 FE 570 TE 250 TE 300 EX 450 FS 570

FE 390
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TE 250
TE 300
FX 450
FS 570



A NEW ERA FOR HUSABERG



THE FIRST EVER HUSABERG 2-STROKES

In the process of developing the new Husaberg 4-stroke generation in 2007 and 2008, the R&D team was intensely analyzing the advantages of 2-strokes compared to 4-strokes. Their goal was to develop a 4-stroke that would be as close to a 2-stroke as possible in terms of handling and rideability. Of course this was not the first time that the Husaberg R&D team had contact with 2-strokes, but it was the first time they really dug deep into the details of these kinds of enduro bikes.

After very successfully launching the new generation FE models in 2008 and the brand relaunch that came along with it, the time had finally come to take the next step. Husaberg was no longer claiming to be the "4-Stroke Force" but on its way to become one of the strong contenders in the Enduro world, strongly focusing on "Rideability". One of the engineer's conclusions was, that there will always be riding situations in which a 2-stroke has a clear advantage over a 4-stroke. So they simply went for it and the outcome is nothing less than the beginning of a new era for Husaberg.

As everybody knows, the times are not the best at the moment to fund major new developments, but luckily they didn't have to start from scratch with their 2-stroke project. Actually they had the most advanced 2-stroke technology on the market right at hand. All they had to do was take this as a basis and transform it into a real Husaberg by adding upgrades which are useful to the rider and contribute to the overall rideability. These upgrades are the closed cartridge front fork, the machined triple clamp, an 11 liter fuel tank and the standard map select switch. They also pushed for a 6-speed gearbox for the 2-strokes, just like the 4-strokes have, as well as equipping also the 250 model with an electric start as standard. The outcome is a state-of-the-art, high performance 2-stroke Enduro racebike.

The only thing still missing was a naming for the new 2-stroke models. As the Swedes like to keep it simple, there was only one logical type designation: TE for "Two-Stroke Enduro" just like FE since the beginning of Husaberg stands for "Four-Stroke Enduro".

Of course there's a risk in taking this step in times like these, but Husaberg was never shy of taking risks in order to step up their game, and with risk comes also opportunity. The opportunity to benefit from the ever growing interest in 2-stroke Enduros and therefore attract new customers to the brand; The opportunity to support the Husaberg dealer network by offering an even wider range of models to their customers; And last but not least the opportunity to keep up the growth rate fuelled by the new generation 4-stroke bikes and to establish Husaberg even more as a major player in the Enduro Racing segment, no matter how many strokes the customers are into.

Being a small brand with the helping hands of the market leader in the back once again proved to be a perfect combination when it comes to reacting fast to customers' demands. SO THIS MARKS THE BEGINNING OF A NEW ERA FOR HUSABERG, AND WE CAN ASSURE YOU THAT IT IS JUST THE FIRST STEP FOR NOW.

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TE 250

The TE 250 is tailored to the needs of Enduro specialists, who want to take on competition in Enduro's most competitive class, the E2. The lively and powerful 2-stroke engine fitted with an exhaust power-valve, a robust 6-speed gearbox, a hydraulic clutch and a convenient electric starter, packed into a super-slim chassis fitted with a hyper-sensitive suspension, plays to its strength while the heavier 4-strokes work up a sweat and challenge their limits. That's the point when it comes down to weight, endurance, controllable power delivery and playful rideability.



TE 300

"The bigger, the better" applies for those, who want sufficient reserves in the toughest of terrains. If it's about the ideal weight/performance ratio in the big-bore E3 class, the TE 300 is second to none. This 2-stroke powerhouse is the perfect combination of lightweight and incredible torque, refined by a convenient electric starter. It convinces with countless unbeatable benefits, be it in a race or during challenging off-road trips with your riding mates. There's nothing more 2-stroke than this! A powerful and yet lightweight 2-stroke Enduro bike with easy to cope-with and affordable technology, Enduro-style engine characteristics and extremely easy handling. Furthermore, the TE 300 features a switch to change between ignition curves and an adjustable exhaust control, which allow you to set the engine's power delivery exactly to your personal needs.



2STROKE
POWER

NEW 2011

NEW² TWO-STROKE MODELS

A new era for Husaberg
Husaberg stands for innovative technology, lightweight design and easy handling ever since its birth. So it was an obvious choice to expand the successful 4-stroke model range with 2-stroke models. Therefore Husaberg will be offering, for the first time in it's 22-year history, two new models - the TE 250 and the TE 300 - both powered by state-of-the-art and powerful 2-stroke engines. By doing so, Husaberg makes an attractive offer to those who love the well known features of 2-stroke Enduro bikes like minimal weight, extremely easy handling, a lively power delivery, easy to cope-with technology and last but not least, low purchase and maintenance costs.



FRONT SUSPENSION

High-end Suspension made by WP, outstanding in the world of Enduro. The TE models are fitted with the latest WP upside-down forks with "Closed Cartridge Technology". Due to a separate, internally sealed damping unit these forks guarantee unique sensitivity and constant damping characteristics over the entire stroke. Adjustability of rebound and compression damping is standard as well. The setting is close to the one of the 2011 FE models and fits perfectly to the needs of a sporty enduro rider.

TRIPLE CLAMPS

The billet machined triple clamps of all Husaberg models are absolutely outstanding when it comes to standard equipment. They guarantee precise clamping of the fork legs supporting function and sensitivity of the forks.

REAR SUSPENSION

The rear PDS shock absorber has been set to suit perfectly the needs of pure Enduro applications. More comfort and better damping is nearly impossible. And for any fine-tuning the shock can be adjusted in rebound and high/low-speed compression damping.

2STROKE THE CHASSIS



FRAME

The stable and lightweight frame made of high-strength chromoly steel, provides the right balance of stiffness and flexibility in order to guarantee maximal track stability and torsional stiffness. The high-quality coating is well protected by a skid plate and lateral frame guards.



➔ **Top-of-the line suspension**
with Closed Cartridge front fork

➔ **Easy handling**
due to minimum weight

➔ **State-of-the-art engine**
with electric start and adjustable exhaust port

➔ **Ease of maintenance**



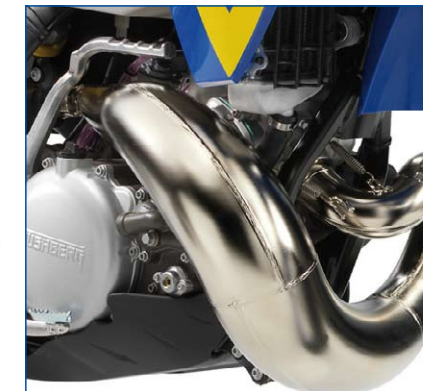
FUEL TANK

The layout of the polyethylene fuel tank of the TE models provides sufficient mileage and excellent Enduro ergonomics, which provide excellent contact to the bike. The volume of 11 litres is sufficient both for longer race stages and for extended day tours.



AIRBOX

The voluminous airbox guarantees that the engine is getting plenty of fresh and clean air in order to produce maximum performance. The large Twin-Air foam filter is easy to access and can be changed within a few seconds.



EXHAUST

The nickel plated exhaust pipe was developed in order to provide powerful and controllable performance. The lightweight aluminium silencer features a new "two-component" technology. A strong plastic holder is injection-molded around the aluminium housing to attach the silencer to the motorcycle better.

NEW² STROKE MODELS

INNOVATIONS 2011



BRAKES

As with all the other offroad models, the TE models are fitted with the latest Brembo brake generation, featuring a floating twin-piston calliper and a single-piston in the rear. Together with lightweight rotors of 260 and 220 mm they guarantee optimal modulation and performance.



WHEELS

CNC machined hubs and high-strength DID rims are known to be state-of-the-art when it comes to offroad wheels.

➔General Equipment

Husaberg motorcycles are known to be premium products. With many sophisticated technical solutions and details in conjunction with proven quality, the TE models meet this claim more than any other bike on the market. Just to name a few such as billet machined triple clamps, closed cartridge forks, CNC machined hubs or tapered handlebars.



TWO-STROKE MODELS



COOLING SYSTEM

The TE models are fitted with a sophisticated cooling system supplying the water from the cylinder to the radiators via a T-connector integrated in the frame triangle. This benefits the flow of the fluid, the radiator mounting and the air circulation behind the radiators due to eliminated tubes.



ERGONOMICS & GRAPHICS

The demands of Enduro riders are high when it comes to ergonomics. An Enduro bike should be slim in order to provide unlimited liberty of action and good contact points. Together with traditional colours and Husaberg distinctive graphics the new TE models hit the mark spot on!

NEW²

INNOVATIONS 2011



CYLINDER

The water cooled cylinders are the most important components when it comes to performance. It is not all about maximum power, but also excellent power delivery and torque. And in this regard the new Husaberg motors are in a league of their own. The smooth but powerful engine characteristic guarantees maximum traction and high performance in order to climb up the steepest hills playfully. In this regard the centrifugal exhaust control plays an important role. With two additional control springs supplying different stiffnesses, the engine characteristic can be modified easily for smoother (more tractable) or more spontaneous (more aggressive) power delivery.



IGNITION

The digital ignition is equipped with the two different ignition curves to be selected via a map select switch mounted as standard on the handle bar. This gives the rider the chance to choose either a "soft" (smoother) or a "strong" (aggressive) power delivery. Together with the three different power valve springs the rider has a very wide range of different engine characteristics.



TRANSMISSION

Both models are fitted with a robust 6-speed transmission, which is perfectly adapted to the needs of a hard core competition Enduro bike.



ELECTRIC STARTER

The life of Enduro riders has changed a lot, since the electric starter has been available for competition Enduros. So far this feature has mainly been applied to 4-strokes. But thanks to a sophisticated patent, which allows the starter motor to be mounted in a well protected position behind the exhaust pipe, both the TE 250 and the TE 300 are fitted with this magic button. This means a major advantage especially when the going gets tough!



CLUTCH

The hydraulic clutch made by Brembo is not only very comfortable, it also guarantees precise and easy modulation.

The heart of both TE models is the compact and extra-lightweight 2-stroke engine with displacements of 249 and 293.2 cc. These two power plants feature the most modern and sophisticated 2-stroke technology such as exhaust power-valve or selectable ignition curves, which both allow the adjustability of the power delivery exactly to the needs of the rider. Or an extremely robust 6-speed transmission easy to shift and set up for the toughest Enduro rides. And not to forget the Brembo hydraulic clutch system or the small electric starter, which is a major benefit, when the power of the rider starts to weaken.

2STROKE THE ENGINE

FF 390
FF 450
FF 570
TE 250
TE 300
FX 450
FS 570



➤ ADVENTURE TOURS
 Riding technique trainings, offroad weekends, complete enduro holidays + bike adventures for all level of skills



➤ HUSABERG PARTS

Appearance, power, performance. Plenty of high quality equipment for your Husaberg bike.

FACTORY TRIPLE CLAMP



SLIP ON SILENCER



HUSABERG LEATHERSUIT



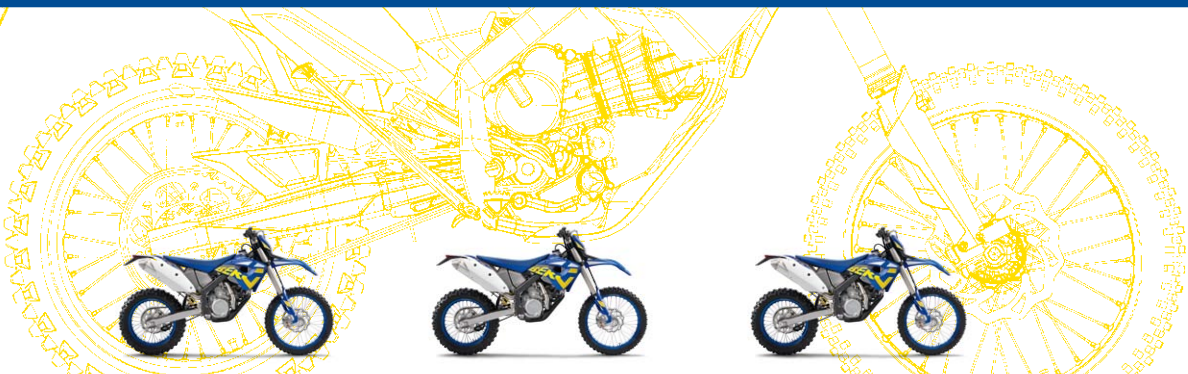
HUSABERG TEAM SHIRT



➤ HUSABERG WEAR

Racing outfit or leisure wear, the right equipment for every champion.

TECHNICAL DATA



FE 390

FE 450

FE 570

ENGINE			
ENGINE TYPE	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	393.3 mm	449.3 cc	565.5 cc
BORE/STROKE	95/55.5 mm	100/72 mm	100/72 mm
COMPRESSION RATIO	11.1:1	11.8:1	12.2:1
STARTER/BATTERY	Electric starter/12V 7Ah	Electric starter/12V 7Ah	Electric starter/12V 7Ah
TRANSMISSION	6 gears	6 gears	6 gears
FUEL SYSTEM	Keihin EFI	Keihin EFI	Keihin EFI
CONTROL	4 V/OHC with rocker levers	4 V/OHC with rocker levers	4 V/OHC with rocker levers
LUBRICATION	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
ENGINE OIL	Motorex, SAE 10W-50	Motorex, SAE 10W-50	Motorex, SAE 10W-50
PRIMARY RATIO	33/76	33/76	33/76
FINAL DRIVE	13/38 (13/52)	13/38 (13/52)	13/38 (13/52)
COOLING	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
ENGINE MANAGEMENT	Keihin	Keihin	Keihin

CHASSIS			
FRAME	Double cradle perimeter design 25CrMo4	Double cradle perimeter design 25CrMo4	Double cradle perimeter design 25CrMo4
SUBFRAME	Cross-linked Polyethylene	Cross-linked Polyethylene	Cross-linked Polyethylene
HANDLEBAR	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge
REAR SUSPENSION	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/335 mm	300/335 mm	300/335 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm
FRONT/REAR RIMS	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 18" DID
FRONT/REAR TIRES	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"
CHAIN	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
SILENCER	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63.5°	63.5°	63.5°
WHEEL BASE	1,475 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm
GROUND CLEARANCE	390 mm	390 mm	390 mm
SEAT HEIGHT	985 mm	985 mm	985 mm
TANK CAPACITY	approx. 8.5 litres	approx. 8.5 litres	approx. 8.5 litres
WEIGHT (READY TO RACE)	approx. 114 kg (without fuel)	approx. 114 kg (without fuel)	approx. 114.5 kg (without fuel)



TE 250

TE 300

FX 450

FS 570

ENGINE				
ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	249 cc	293.2 cc	449.3 cc	565.5 cc
BORE/STROKE	66.4/72 mm	72/72 mm	95/63.4 mm	100/72 mm
COMPRESSION RATIO	-	-	11.8:1	12.2:1
STARTER/BATTERY	Kick- and electric starter/12V 3Ah	Kick- and electric starter/12V 3Ah	Electric starter/12V 7Ah	Electric starter/12V 7Ah
TRANSMISSION	6 gears	6 gears	6 gears	6 gears
FUEL SYSTEM	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin EFI	Keihin EFI
CONTROL	Exhaust control TVC	Exhaust control TVC	4 V/OHC with rocker levers	4 V/OHC with rocker levers
LUBRICATION	Mixture oil lubrication 1:60	Mixture oil lubrication 1:60	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
ENGINE OIL	Motorex, SAE 15W-50	Motorex, SAE 15W-50	Motorex, SAE 10W-50	Motorex, SAE 10W-50
PRIMARY RATIO	26/72	26/72	33/76	33/76
FINAL DRIVE	13:40 (13:50)	13:40 (13:50)	13/52	14/38
COOLING	Liquid cooling	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
ENGINE MANAGEMENT	Kokusan	Kokusan	Keihin	Keihin

CHASSIS				
FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Double cradle perimeter design 25CrMo4	Double cradle perimeter design 25CrMo4
SUBFRAME	Aluminium	Aluminium	Cross-linked Polyethylene	Cross-linked Polyethylene
HANDLEBAR	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm	Renthal, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge
REAR SUSPENSION	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber
SUSPENSION TRAVEL FRONT/REAR	300/335 mm	300/335 mm	300/335 mm	280/310 mm
FRONT/REAR BRAKES	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm	Disc brake Ø 320/220 mm
FRONT/REAR RIMS	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 19" DID	3.50 x 17"; 4.25 x 17" TUBELESS
FRONT/REAR TIRES	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"	120/100-21"; 110/90-19"	120/70-21"; 150/60-17"
CHAIN	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
SILENCER	Aluminium	Aluminium	Aluminium	Aluminium
STEERING HEAD ANGLE	63.5°	63.5°	63.5°	63.5°
WHEEL BASE	1,475 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm	1,475 ± 10 mm
GROUND CLEARANCE	385 mm	385 mm	390 mm	300 mm
SEAT HEIGHT	985 mm	985 mm	985 mm	895 mm
TANK CAPACITY	approx. 11 litres	approx. 11 litres	approx. 8.5 litres	approx. 8.5 litres
WEIGHT (READY TO RACE)	approx. 102.9 kg (without fuel)	approx. 103.1 kg (without fuel)	approx. 112.8 kg (without fuel)	approx. 117 kg (without fuel)

FE 390
FE 450
FE 510
TE 250
TE 300
FK 450
FS 510



Foto: H. Mitterbauer, R. Schell

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