

# Husqvarna 2013 Product Guide



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2013 Model Range

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# TE Dual-Sport



TE310R



TE449



TE511

Street-legal versatility doesn't necessarily mean sacrificing off-road performance! For the enthusiast who wants a street-legal dirt bike, the TE is ideal. It is a true enduro machine urbanized just enough to wear a license plate.

- DOT-approved performance off-road tires.
- Redesigned and repositioned fuel system catch canister.
- MY13 shared changes: black grips, handlebar pad, updated graphics and improved sticker quality.
- TE310R receives new DOHC Red Head, cylinder and piston.
- Fuel management on TE310R upgraded to Keihin EFI.

## TC/CR Motocross/GP



TC250R



TC449

Get your blood pumping with Husqvarna's cutting-edge fuel-injected TC motocrossers. The GP-racer-style four-strokes (and CR125 two-stroke) are built for aggressive track performance and bred for competition.

- CR125 comes with 144cc top-end kit.
- TC250 upgraded to stronger WP radiator units.
- Keihin EFI on TC250 eliminates need for hot start lever.
- TC250 receives magnetic oil sump plug.
- MY13 shared changes: black grips, handlebar pad, updated graphics and improved sticker quality.



CR125



# TXC Cross-Country



The TXC line of cross-country motorcycles are Husqvarna's purebred off-rovers. Based on the TE platform, the TXCs are infused with high-performance tuning of the TC motocrossers. Less restrictive exhaust, revised ignition mapping and lighter weight make them more aggressive, giving the TXCs a competitive edge in the off-road world.

- **New DOHC Red Head, cylinder and piston.**
- **Fuel management upgraded to Keihin EFI.**
- **Kayaba suspension upgraded to USA-developed spec.**
- **Reinforced WP radiator units.**
- **Magnetic oil sump plug repositioned for easier service.**
- **MY13 shared changes: black grips, handlebar pad, updated graphics and improved sticker quality.**

# WR Two-Stroke Cross-Country



The exceptional reliability, outstanding performance and light weight of a two-stroke remain tough to beat, which is why they are still the bike of choice for many off-rovers. The two-stroke WR cross-country bikes return for 2013 with proven technology and premium components.

- **WR125 comes with 144cc top-end kit.**
- **MY13 shared changes: black grips, handlebar pad, undated graphics and improved sticker quality.**



WR300



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# **R** is for... Red Head



Husqvarna's F1-race-inspired Red Head engine design made its debut on the TC250 in 2012, and due to its success, the Red Head has become a proud pillar of the 2013 product line. All 250 and 310 bikes are now denoted with the "R" in the model name signifying the Red Head, and come equipped with a host of performance-enhancing highlights.

Replacing the previous shim-and-bucket design, the Red Head's four valves are operated by finger followers, which carry a DLC (Diamond-Like Carbon) coating for exceptional strength and durability.





Intake valves are 10% larger (diameter increased from 31mm to 32.5mm), and coupled with longer valve lift, air and fuel flow even quicker in the Red Head. The upgraded Keihin EFI and new capacitor create a stronger ignition spark, resulting in more efficient combustion and smoother engine response. The capacitor also allows the engine to be kick-started in the event of losing battery power.

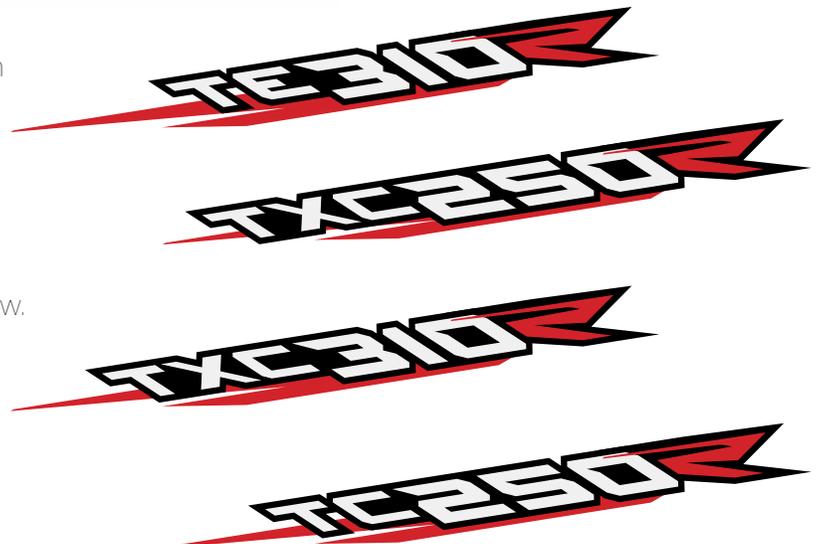
Camshafts, cover and finger followers fit together in a lightweight and compact design that sits atop an updated cylinder and all-new high-performance piston. Like the 2012 TC250, the new lightweight pistons are based on BMW's F1 race technology, featuring a new valve pocket shape for optimized combustion.



Supporting modifications are made to the "R" models of the 2013 line to further improve power and efficiency. The airbox and velocity stack are revised to optimize airflow, as is the exhaust header. The crankshaft is strengthened to meet the demands of the new top end, and also improves engine longevity.

## Red Head Highlights

- Updated cylinder and all-new lightweight piston based on F1 technology.
- Finger followers allow longer valve lift in a lighter, more compact system.
- Intake valves are 10% larger with diameter increasing from 31mm to 32.5mm.
- Revised airbox and velocity stack improve airflow.
- Power increase across the torque curve with most significant gains in low- to mid-range.
- Revised header pipe accommodates new cylinder and head.
- Crankshaft strengthened to meet demands of new top-end.





2013 Model Range

# TE310R Dual-Sport

The unique mid-sized displacement... The street-legal performance off-roader... The F1-inspired Red Head motor... all of Husqvarna's greatest design elements converge in the revamped 50-state street-legal TE310R, the flagship of Husqvarna's 2013 off-road line. Hailed by the media as a "middleweight masterpiece" last year, the TE310R receives key motor upgrades and many other all-around improvements aimed at making it a quicker revving, more powerful and better performing off-roader than ever.



The new Red Head is the most significant upgrade on the TE310R (thus the "R" in its model name). Larger diameter valves are driven by finger followers, replacing the shim-and-bucket design, allowing air and fuel flow quicker in the Red Head. Premium Keihin fuel injection, along with a new capacitor, creates a stronger ignition spark for improved power and smoother engine response. (Go to page 6 for further technical details on the Red Head.) Between the cases, an added crankshaft bearing inside the ignition cover gives the motor a touch of fine-tuning for smoother operation and improved longevity. Power gains are most noticeable in homologated form; the 2013 TE310R churns out healthy, useable power while still able to meet stringent emissions standards.

Off-road-ready DOT tires offer the TE improved performance in stock trim. A redesigned and repositioned catch canister is more integrated with the bike design to be less obtrusive. Reinforced WP radiators are stronger than the units they replace, while also offering improved cooling ability through increased capacity.

The handlebar-mounted controls come in a more durable and compact casing with all-new waterproof connectors. Side-view mirrors are upgraded; the TE310R now carries the same mirrors as its larger siblings, the 449 and 511. The protective bar pad and EFI indicator light are further new additions to the Magura aluminum handlebar.





# TE310R Dual-Sport

**[STREET  
LEGAL]**



## Specifications

Engine	Single-cylinder, four-stroke
Head	Four valves operated by DOHC
Displacement	302.4cc
Bore x Stroke	82 x 57.4mm
Compression	13.1:1
Ignition	Electronic CDI
Fuel System	EFI w Keihin D42
Transmission	6 speed
Starting	Electric/kick
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, open-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 90/90-21
Rear Rim/Tire	2.15x18 Excel rim, 120/90-18
Fuel Capacity	2.25 gallons
Wheelbase	58.9 in.
Rake	26.5 degrees
Trail	4.17 in.
Ground Clearance	11.4 in.
Seat Height	37.4 in.
Dry Weight	247.0 lbs.
<b>MSRP</b>	<b>\$8,399</b>

## Highlights

- **NEW DOHC "Red Head" design** inspired by BMW's F1 race program.
- **NEW Fuel system** upgraded to Keihin EFI.
- **NEW Revised handlebar switches** with waterproof connectors.
- **NEW WP radiator units** are stronger and improve cooling capacity.
- **NEW Added bearing** inside ignition cover fine tunes crank balance.
- **NEW Redesigned and repositioned fuel system catch canister.**
- **NEW DOT-approved performance off-road tires.**
- **NEW Magnetic oil sump plug** repositioned for easier oil changes.
- **NEW Domino all-black handgrips** with softer compound.
- **NEW IPD (in-mold plastic design) shroud graphics** updated with sleek new look.
- **NEW Handlebar protection pad** with graphic design.
- **NEW Improved sticker quality** on side plate graphics.
- **NEW EFI indicator light** on dash.
- **NEW Side-view mirrors.**
- **Electric start with kick-starter backup.**
- **Radiator fan and thermostat.**
- **Magura aluminum tapered handlebar, mounts offer two positions.**
- **Brembo hydraulic clutch.**



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# TE449/511 Dual-Sport

Take to the trail straight from your garage with Husqvarna's TE449 and TE511 dual-sport motorcycles. The 50-state street legal off-road specialists return on the heels of the widely popular 2012 models, and Husky is proud to once again offer the 449, and its bigger sibling, the TE511. The engine platforms share the same base components with a 3mm larger bore on the 511 for an even more robust low- to mid-range power delivery.



Key improvements made to the street-legal duo are aimed at improving their off-road performance right out of the box, adding to the allure of the 90% dirt-, 10% street-oriented Husqvarna TEs. An all-new catch canister on the fuel system is redesigned and repositioned to be streamlined and less obtrusive. The TEs also receive new DOT-approved tires, which offer improved off-road performance, while retaining enough road prowess to comfortably connect the trails on those inevitable stretches of pavement.

Husqvarna's signature CTS (Coaxial Traction System) design remains a key feature of the larger TEs. The 449 and 511 share the unique traction-making advantages of the design, which allows the swingarm to pivot on the same axis as the countershaft sprocket. The Kayaba shock is mounted on a linkage system located above the swingarm, keeping it out of harm's way while not impeding ground clearance. Zerk fittings come standard on the CTS linkage, keeping maintenance easy and effortless. Incredible climbing ability and unparalleled straight-line stability remain strong points of the CTS-equipped models, and the unique chassis design carries many other distinct features that make it stand out above the sea of conventional machinery.

Upgrades across the 2013 model line also apply to the TE449 and TE511 including the all-black Domino grips, an all-new handlebar protection pad, and sleek new graphics. New chain guide and slider complete the changes made to Husqvarna's big-bore TE dual-sport pair.





# TE449/511 Dual-Sport

Pictured: TE449

**[STREET  
LEGAL]**



## Specifications

Engine	Single-cylinder, four-stroke
Head	Four valves operated by DOHC
Displacement	449.6cc / 477.5cc
Bore x Stroke	98 x 59.6mm / 101 x 59.6mm
Compression	12.0:1
Ignition	Electronic CDI with variable advance
Fuel System	EFI w Keihin D46
Transmission	6 speed
Starting	Electric
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, open-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 90/90-21
Rear Rim/Tire	2.15x18 Excel rim, 140/80-18
Fuel Capacity	2.51 gallons
Wheelbase	58.7 in.
Rake	25.8 degrees
Trail	3.98 in.
Ground Clearance	13.1 in.
Seat Height	37.5 in.
Dry Weight	255.7 lbs.
<b>MSRP</b>	<b>\$8,599 / \$8,999</b>

## Highlights

- **NEW DOT-approved performance off-road tires.**
- **NEW Redesigned and repositioned fuel system catch canister.**
- **NEW Upgraded chain guide and slider are more durable.**
- **NEW Handlebar protection pad with graphic design.**
- **NEW Domino all-black handgrips with softer compound.**
- **NEW IPD (in-mold plastic design) shroud graphics updated with sleek new look.**
- **NEW Improved sticker quality on side plate graphics.**
- **Durable WP radiators and electric fan for optimum cooling.**
- **Fuel injected with Keihin D46 EFI system.**
- **Brembo hydraulic brake system and Braking rotors.**
- **Magura aluminum tapered handlebar, mounts offer two positions.**
- **Brembo hydraulic clutch.**
- **Aluminum alloy Excel rims.**
- **Polished wheel hubs.**



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# TXC250R Cross-Country

The success of Husqvarna's signature Red Head on the 2012 TC250 has led it to find its way on all of Husky's small-bore four-strokes in 2013, including the re-vamped TXC250R. The new red head isn't all the quarter-liter off-roader gets this year. As well as a shot in the arm in the power department, the suspension has been upgraded to complement the more aggressive new motor. (Find details on the Red Head and all its associated changes on page 6.)

US-developed suspension settings make their way onto the TXC250R with stiffer spring rates and revised valving. The Kayaba closed-cartridge suspension is tuned for the specific needs of off-road competition, yet capable of hopping onto the motocross track, making it a very versatile machine. Between the cases, an added crankshaft bearing inside the ignition cover gives the motor a touch of fine-tuning for smoother operation and improved longevity. Motor and suspension upgrades now bring the TXC closer to the TC250R, but unlike its moto-bred counterpart, the electric start, six-speed gearbox, 18-inch rear wheel and larger fuel capacity of the TXC250R make it ready to venture out into the wild.

The TXC250R not only has a racier nature for 2013, but offers the absolute lightest handling when it comes to cross-country competition bikes. Zipping through trees, scaling rock beds or railing turns on the motocross track are effortless with the Husqvarna's bantamweight TXC250R off-roader. Improved low-end grunt will help the 250-class racer jump off the starting line and out of turns with ease, while top end power still pours on smooth and strong when speeds bump up.

New WP radiator units are stronger and improve cooling ability, and revised handlebar controls carry waterproof connectors on the TXC250R. A new magnetic oil plug allows for easier oil changes, and shared changes across the 2013 Husqvarna line (grips, graphics and new bar pad) complete the list of modifications. The TXC250R carries a red-sticker homologation in California for 2013.





# TXC250R Cross-Country



## Specifications

Engine	Single-cylinder, four-stroke
Head	Four valves operated by DOHC
Displacement	249.5cc
Bore x Stroke	79 x 50.9mm
Compression	13.5:1
Ignition	Digital CDI with variable advance
Fuel System	EFI w Keihin D42
Transmission	6 speed
Starting	Electric/kick
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, closed-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 80/100-21
Rear Rim/Tire	2.15x18 Excel rim, 110/100-18
Fuel Capacity	2.25 gallons
Wheelbase	57.9 in.
Rake	26.5 degrees
Trail	4.17 in.
Ground Clearance	11.4 in.
Seat Height	37.4 in.
Dry Weight	231.5 lbs.
<b>MSRP</b>	<b>\$7,599</b>

## Highlights

- **NEW DOHC** "Red Head" design inspired by BMW's F1 race program.
- **NEW Fuel** system upgraded to Keihin EFI.
- **NEW Kayaba** suspension upgraded with stiffer springs and revised damping (USA TC-spec).
- **NEW Revised**, more compact handlebar switches with waterproof connectors.
- **NEW WP** radiator units are stronger and improve cooling capacity.
- **NEW Added** bearing inside ignition cover fine tunes crank balance.
- **NEW EFI** indicator light on dash.
- **NEW Magnetic** oil sump plug allows oil change without filter removal.
- **NEW Handlebar** protection pad with graphic design.
- **NEW Domino** all-black handgrips made with softer compound.
- **NEW IPD** (in-mold plastic design) shroud graphics updated with sleek new look.
- **NEW Improved** sticker quality on side plate graphics.
- **Magura** aluminum tapered handlebar, mounts offer two positions.
- **Brembo** brake hydraulics and Braking rotors.
- **Aluminum alloy** Excel rims.
- **Electric** start with kick-start backup.
- **Brembo** hydraulic clutch.



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# TXC310R Cross-Country

After emerging as an all-new model in the 2012 lineup, the TXC310R now has a year under its belt, and has proven its mettle in the media and on the racetrack. The peppy motor and race-ready chassis earned rave reviews from journalists, racers and consumers alike, but Husqvarna engineers weren't about to leave "well enough" alone. The technologically advanced Red Head, Keihin EFI and upgraded settings to the Kayaba suspension make the 2013 TXC310R an even more potent, refined and capable off-road weapon.

Husqvarna's 302cc motor fills a wide gap in the off-road market, and is quickly being recognized as the ideal displacement for a do-it-all, go anywhere dirt bike. Bored and stroked from the 250cc platform, the TXC310R makes impressive torque in the low- to mid-range of the power spread, and Husqvarna's signature Red Head now adds even more spice to the mighty mill. Larger diameter valves are driven by finger followers, which replace the previous shim-and-bucket design. New cams, which allow for longer valve lift, actuate the DLC-coated finger followers creating smooth, responsive power in a more efficient capacity. (Go to page 6 for full details on the Red Head engine upgrades.) Between the cases, an added crankshaft bearing inside the ignition cover gives the motor a touch of fine-tuning for smoother operation and improved longevity.

In the suspension department, the TXC310R is upgraded to US-developed specifications. Stiffer spring rates and more aggressive valving allow riders to push the 310R in racy off-road conditions, as well as make it more capable on the motocross track. The resulting suspension is ideal for spanning the spectrum between motocross and off-road racing conditions, and pairing it with the 310R motor results in the ultimate do-it-all dirt bike.

Refinements to the all over fit and finish of the TXC310R further the improvements to the 2013 model. New WP radiator units are stronger and more efficient, handlebar switches are now equipped with waterproof connectors, and the new magnetic oil plug now allows for oil changes without filter removal. The shared changes to the 2013 Husqvarna line (grips, graphics and handlebar pad) complete the changes to the TXC310R.





# TXC310R Cross-Country



## Specifications

Engine	Single-cylinder, four-stroke
Head	Four valves operated by DOHC
Displacement	302.4cc
Bore x Stroke	82 x 57.4mm
Compression	13.0:1
Ignition	Digital CDI with adjustable advance
Fuel System	EFI w Keihin D42
Transmission	6 speed
Starting	Electric/kick
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, closed-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 80/100-21
Rear Rim/Tire	2.15x18 Excel rim, 110/100-18
Fuel Capacity	2.25 gallons
Wheelbase	57.9 in.
Rake	26.5 degrees
Trail	4.17 in.
Ground Clearance	11.4 in.
Seat Height	37.4 in.
Dry Weight	231.5 lbs.
<b>MSRP</b>	<b>\$7,999</b>

## Highlights

- **NEW DOHC "Red Head" design** inspired by BMW's F1 race program.
- **NEW Kayaba suspension** upgraded with stiffer springs and revised damping.
- **NEW Revised, more compact handlebar switches** with waterproof connectors.
- **NEW WP radiator units** are stronger and improve cooling capacity.
- **NEW Added bearing inside ignition cover** fine-tunes crank balance.
- **NEW EFI indicator light** on dash.
- **NEW Magnetic oil sump plug** allows oil change without filter removal.
- **NEW Handlebar protection pad** with graphic design.
- **NEW Domino all-black handgrips** with softer compound.
- **NEW IPD (in-mold plastic design) shroud graphics** updated with sleek new look.
- **NEW Improved sticker quality** on side plate graphics.
- **Magura aluminum tapered handlebar, mounts** offer two positions.
- **Brembo brake hydraulics and Braking rotors.**
- **Aluminum alloy Excel rims.**
- **Electric start with kick-start backup.**
- **Brembo hydraulic clutch.**



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# TC250R Motocross/GP

Husqvarna continues to move closer to the upper echelon of competition in motocross with the TC250R. Refinements continue for this quarter-liter racer, which received a new chassis and the all-new F1-inspired Red Head in 2012. For 2013, the TC250R receives all-new WP radiators, which are stronger and more efficient, and fine-tuning to the motor provides smooth power, and increased durability.

Like the rest of the line, the TC250R receives the all-black Domino grips. The bike also comes equipped with an all-new protective handlebar pad that sits above the mounts. Newly absent from the hand controls is the hot-start lever (the Keihin injection eliminates the need for it) resulting in a more streamlined clutch perch. Inside the cases, tighter tolerances make for a more rigid crankshaft, which reduces vibration and improves engine longevity.

Last year's TC250 debuted the F1-inspired Red Head engine design, and showed great success, winning races both on and off the track. Alex Lupino piloted the TC250 to victory in the 2012 International Italian Motocross Championship and was crowned the MX2 champion. The GP racer also proved to be a purposeful off-road weapon, as well, with Fred Andrews Racing (FAR) Husqvarna's Andrew DeLong riding it to the XC2-class win, as well as the overall podium in the GNCC series!

Proven performance, premium components, low MSRP and easy financing make the TC250R a great bike to own, and nearly \$10 million in contingency make it an even better bike to race! Husqvarna offers payouts in over 80 race programs across the country, and in more classes than ever.





# TC250R Motocross/GP



## Specifications

Engine	Single-cylinder, four-stroke
Head	Four titanium valves operated by DOHC
Displacement	249.5cc
Bore x Stroke	79 x 50.9mm
Compression	13.5:1
Ignition	CDI electronic with adjustable advance
Fuel System	EFI w Keihin D42
Transmission	5 speed
Starting	Kick
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, closed-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 80/100-21
Rear Rim/Tire	1.85x19 Excel rim, 100/90-19
Fuel Capacity	1.70 gallons
Wheelbase	57.5 in.
Rake	26.5 degrees
Trail	4.37 in.
Ground Clearance	12.8 in.
Seat Height	38.8 in.
Dry Weight	222.7 lbs.
<b>MSRP</b>	<b>\$7,199</b>

## Highlights

- **NEW** All-new WP radiator units are stronger and more efficient.
- **NEW** Keihin EFI eliminates need for hot start lever.
- **NEW** Magnetic oil sump plug attracts pollutants.
- **NEW** Tighter tolerances result in stiffer crankshaft.
- **NEW** Handlebar protection pad with graphic design.
- **NEW** Domino all-black handgrips with softer compound.
- **NEW** IPD (in-mold plastic design) shroud graphics updated with sleek new look.
- **NEW** Improved sticker quality on side plate graphics.
- Akrapovic exhaust system with power-boosting resonance chamber.
- Cylinder head design inspired by BMW's F1 race program.
- Kayaba suspension front and rear tuned for demands of U.S. motocross riders.
- Magura aluminum tapered handlebar, mounts offer two positions.
- Brembo brake hydraulics and Braking rotors.
- Aluminum alloy Excel rims.
- Polished wheel hubs.
- Five-speed gearbox.



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# TC449 Motocross/GP

Husqvarna engineers have never been afraid to break conformity. The unique and bold design of the TC449 is a definitive example. Unapologetically unconventional, the TC449 is for those would rather innovate than follow, and who aren't afraid to ride on the exotic side.

You'd be hard pressed to find a motocross bike that carries more innovative design features than the Husqvarna TC449. The CTS (Coaxial Traction System) and its distinct frame geometry characterize Husqvarna's premier class motocrosser. The CTS design places the countershaft sprocket on the same axis as the swingarm pivot, which maintains constant chain tension throughout the arc of the rear wheel travel, resulting in remarkable traction. The CTS-equipped bikes carry a distinct advantage when it comes to climbing hills, and is remarkably stable in straight-line acceleration, no matter how choppy the terrain may be. Beyond the motocross track alone, the TC449 is an ideal grand prix-style racer, which is why it is the bike of choice for factory Husqvarna racer Cory Graffunder in the Pro2 class of the World Off Road Championship Series (WORCS).

The crank-mounted clutch, rearward fuel tank and dual-map ignition switch are additional unique features of the TC449. The electric start, Keihin fuel injection and Brembo clutch and brake hydraulics provide smooth, consistent and effortless operation. Right down to the distinctive bodywork carrying IPD (in-mold plastic design) graphics, the TC449 stands apart from the rest.

New for 2013 are minor refinements aimed at improving comfort and aesthetics of the TC. New all-black Domino grips are more securely fixed to the handlebar, and sleek new graphics are finished with the addition of an all-new bar protection pad.





# TC449 Motocross/GP



## Specifications

Engine	Four-stroke, single-cylinder
Head	Four titanium valves operated by DOHC
Displacement	449.6cc
Bore x Stroke	98 x 59.6mm
Compression	13.0:1
Ignition	CDI electronic with variable advance
Fuel System	EFI w Keihin D46
Transmission	5 speed
Starting	Electric
Clutch	Wet multi-plate with hydraulic control
Front Suspension	Kayaba 48mm fork, closed-cartridge
Rear Suspension	Kayaba single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 80/100-21
Rear Rim/Tire	2.15.x19 Excel rim, 110/90-19
Fuel Capacity	2.10 gallons
Wheelbase	58.7 in.
Rake	25.8 degrees
Trail	3.98 in.
Ground Clearance	13.2 in.
Seat Height	37.9 in.
Dry Weight	238.1 lbs.
<b>MSRP</b>	<b>\$7,999</b>

## Highlights

- **NEW** Handlebar protection pad with graphic design.
- **NEW** Domino all-black handgrips with softer compound.
- **NEW** IPD (in-mold plastic design) shroud graphics updated with sleek new look.
- **NEW** Improved sticker quality on side plate graphics.
- Dual map ignition with handlebar-mounted hard/soft switch.
- Kayaba suspension front and rear tuned for demands of U.S. motocross riders.
- Akrapovic exhaust optimizes engine performance.
- Magura aluminum tapered handlebar, mounts offer two positions.
- High performance WP radiators.
- Electric start.
- Brembo brake hydraulics and Braking rotors.
- Five-speed gearbox.
- Hydraulically actuated crank-mounted clutch.
- Aluminum alloy Excel rim.



# CR125 Motocross/GP



## Specifications

Engine	Single-cylinder, two stroke
Head	Power valve with mechanical control
Displacement	124.8cc
Bore x Stroke	54 x 54.5mm
Compression	8.8:1
Ignition	Electronic with variable advance
Fuel System	Mikuni TMX38 carburetor
Transmission	6 speed
Starting	Kick
Clutch	Wet multi-plate with mechanical control
Front Suspension	Kayaba 48mm fork, closed-cartridge
Rear Suspension	Sachs single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 80/100-21
Rear Rim/Tire	1.85x19 Excel rim, 100/90-19
Fuel Capacity	1.85 gallons
Wheelbase	57.9 in.
Rake	26.5 degrees
Trail	4.37 in.
Ground Clearance	12.79 in.
Seat Height	38.8 in.
Dry Weight	207.2 lbs.
<b>MSRP</b>	<b>\$6,299</b>

The fun factor goes straight through the roof with Husqvarna's eighth-liter screamer! The CR125 returns for 2013 with its quick-revving power and effortless handling, once again carrying Husqvarna's race-tested technology and top-level components. New for the 2013 model year are all-black Domino grips with a softer compound, an all-new bar pad, updated IPD (in-mold plastic design) graphics and improved sticker quality. Rev away with an extra 144cc top end (complete with cylinder and piston), which comes with every CR125.

## Highlights

- **NEW Handlebar protection pad with graphic design.**
- **NEW Domino all-black handgrips with softer compound.**
- **NEW IPD (in-mold plastic design) shroud graphics updated with sleek new look.**
- **NEW Improved sticker quality on side plate graphics.**
- **CR125 comes with 144cc top-end bore kit including cylinder and piston.**
- **Compact, lightweight 124.8cc two-stroke motor with mechanically controlled power valve.**
- **Kayaba 48mm closed-cartridge fork and Sachs shock provide a plush ride.**
- **Brembo brake hydraulics and Braking rotors.**
- **Magura aluminum tapered handlebar, mounts offer two positions.**
- **V-Force reed valves and 38mm Mikuni TMX carb.**
- **Six-speed gearbox.**



# WR125 Cross-Country



## Specifications

Engine	Single-cylinder, two-stroke
Head	Power valve with mechanical control
Displacement	124.8cc
Bore x Stroke	54 x 54.5mm
Compression	8.8:1
Ignition	Electronic with adjustable advance
Fuel System	Mikuni TMX38 carburetor
Transmission	6 speed
Starting	Kick
Clutch	Wet multi-plate with mechanical control
Front Suspension	Kayaba 48mm fork, open-cartridge
Rear Suspension	Sachs single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 90/90-21
Rear Rim/Tire	2.15x18 Excel rim, 120/90-18
Fuel Capacity	2.50 gallons
Wheelbase	57.7 in.
Rake	26.5 degrees
Trail	4.33 in.
Ground Clearance	12.79 in.
Seat Height	38.4 in.
Dry Weight	216.1 lbs.
<b>MSRP</b>	<b>\$6,299</b>

Husqvarna is proud to bring the WR125 back to the 2013 line of cross-country machines. Equipped for off-road, but just as fun on the track, the WR125 is lightweight and quick-revving with a grin-inducing power valve gives the mighty WR a fun kick. New for 2013 are all-black Domino grips, along with the rest of the 2013 line's shared changes: updated IPD graphics, improved sticker quality and an all-new bar pad. Further sweetening the deal is a 144cc top-end kit complete with cylinder and piston, which comes with every WR125!

## Highlights

- **NEW Handlebar protection pad with graphic design.**
- **NEW Domino all-black handgrips with softer compound.**
- **NEW IPD (in-mold plastic design) shroud graphics updated with sleek new look.**
- **NEW Improved sticker quality on side plate graphics.**
- **WR125 comes with 144cc top-end bore kit including cylinder and piston.**
- **Compact, lightweight 124.8cc two-stroke motor with mechanically controlled power valve.**
- **Kayaba 48mm open-cartridge fork and Sachs shock provide a plush ride.**
- **Brembo brake hydraulics and Braking rotors.**
- **Magura aluminum tapered handlebar, mounts offer two positions.**
- **V-Force reed valves and 38mm Mikuni TMX carb.**
- **Six-speed gearbox.**



2013 Model Range

[www.husqvarna-motorcyclesna.com](http://www.husqvarna-motorcyclesna.com)

# WR250/300 Cross-Country

Oil and water may not mix, but oil and gas do! Husqvarna believes no off-road cross-country range is complete without its two-stroke contenders. Back for the 2013 model year, the WR250 and WR300 continue to offer lightweight handling and an unmatched power-to-weight ratio to riders. Linear and fast-revving power pours on smooth while handling remains nimble and accurate on Husky's enduro weapons, which continue to be the open-class competitor of choice for E3 (open-class) contenders.

Years of research and refinement from Husqvarna's World Enduro Championship factory race team, along with top-level components, have helped convert the aggressive power of a two-stroke motor into effective ground-gripping muscle as showcased by the capable WR duo.

Closely based on the WR250, the 300 houses a larger-bore cylinder (72mm) giving it a total displacement of 293.1cc. Both 250 and 300 are equipped with solid rear brake rotors to prevent mud from inhibiting stopping power. Stock axle pulls (front and rear) also help keep maintenance convenient.

Magura aluminum tapered handlebar, Domino grips, V-Force reed valves and Ducati Energy ignition add to the list of top-shelf components that come stock on Husqvarna's WRs. Aside from shared changes to the Husqvarna range of off-road motorcycles, the WR250 and 300 receive no additional changes.

*Pictured: WR300*





# WR250/300 Cross-Country

Pictured: WR250



## Specifications

Engine	Single-cylinder, two-stroke
Head	Power valve with mechanical control
Displacement	249.3cc / 293.1cc
Bore x Stroke	66.4 x 72mm / 72 x 72mm
Compression	8.4:1 / 6.9:1
Ignition	CDI electronic with variable advance
Fuel System	Mikuni TMX38 carburetor
Transmission	5 speed
Starting	Kick
Clutch	Wet, multi-plate mechanical control
Front Suspension	Kayaba 48mm fork, open-cartridge
Rear Suspension	Sachs single shock, fully adjustable
Front Rim/Tire	1.60x21 Excel rim, 90/90-21
Rear Rim/Tire	2.15x18 Excel rim, 140/80-18
Fuel Capacity	2.50 gallons
Wheelbase	58.5 in.
Rake	27.0 degrees
Trail	3.93 in.
Ground Clearance	13.6 in.
Seat Height	38.7 in.
Dry Weight	229.3 lbs.
<b>MSRP</b>	<b>\$6,699 / \$7,099</b>

## Highlights

- **NEW** Handlebar protection pad with graphic design.
- **NEW** Domino all-black handgrips with softer compound.
- **NEW** IPD (in-mold plastic design) shroud graphics updated with sleek new look.
- **NEW** Improved sticker quality on side plate graphics.
- Two-stroke motor strikes an ideal balance between snap and traction, ideal for off-road conditions.
- Light weight, potent power and reliability make the WR250 and WR300 extreme enduro experts.
- Trimmed with race-tested premium components like V-Force reed valves, Ducati Energy ignition and Mikuni TMX carb.
- Solid rear brake rotor for consistent performance in muddy off-road conditions.
- Magura aluminum tapered handlebar, mounts offer two positions.
- Aluminum alloy Excel rims.
- Front axle pull stock on WR models.
- Ample fuel capacity with 2.5-gallon tank.



2013 Model Range

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# RiDE MORE Collection



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2013 Model Range

www.husqvarna-motorcyclesna.com

# RiDE MORE Collection



## Husqvarna Aftersales RiDE MORE Collection

Define your style with the latest Husqvarna gear, accessories, hard parts and casual wear. The RiDE MORE Collection features a broad range of apparel including race wear, riding gear and the signature "Heritage Collection." The Husqvarna Race Team merchandise lineup has riders covered year-round, with everything from winter outerwear to flip flops, beach towels and much more.

Capture the classic Husky vintage look with Husqvarna's Heritage Collection. Jackets, polos, hoodies and t-shirts for men and women showcase the classic style and timeless passion of Husqvarna.

Husky motorcycles come stocked with premium components, but the accessories don't stop there. Make it yours with a full line of parts and accessories.

Check out the entire Aftersales line at [www.Husqvarna-MotorcyclesNA.com/aftersales.html](http://www.Husqvarna-MotorcyclesNA.com/aftersales.html)

- A** Full line of performance exhaust
- B** Red anodized chain
- C** Red aluminum/steel sprocket
- D** Carbon brake disc guard
- E** Gripper seat
- F** Billet triple clamps
- G** Red anodized engine plugs
- H** Oversize foot pegs
- I** Aluminum skid plate
- J** White plastics



# Husqvarna Contingency



Husqvarna is proud to once again offer industry-leading contingency for the 2013 model year! No other manufacturer pays you to play like Husky – with over \$10 million up for grabs (and still counting)! Grass root racers have an amazing opportunity to cash in on their race results, whether they are novice or expert, off-road or motocross, male or female. Husky pays out generously to nearly all classes, making it not only the richest, but also widest reaching contingency program in off-road!

Husqvarna contingency is internally managed, and pays out riders in “Husky Bucks” – contingency certificates redeemable at dealerships for Husqvarna Aftersales parts, accessories and casual wear. Husky Bucks are validated by dealers through an online database and dealers are credited the value of the contingency certificate by Husqvarna Motorcycles North America (HMNA).

Already a measureable success in 2012 with participation at an all-time high, Husqvarna’s contingency program is set to carry over into 2013 and will continue to receive marketing support from the HMNA team.

- **\$10,000,000 and counting in available contingencies**
- **Paid to over 120 series across the country**
- **Paid to classes ranging from “AA” to “C”**
- **2012 and newer models eligible to collect 2013 contingency**

*Payout examples of what riders can earn in a season by finishing third or better at each 2013 round:*



**WORCS 40+ B racer: \$550 or more**



**ECEA 50+ B racer: \$750 or more**



**BITD 30+ Pro racer: \$2250 or more**



**District 37 30+ A racer: \$900 or more**



**NEPG 250 A racer: \$1500 or more**



**GNCC 250 A racer: \$1950 or more**

In addition to paying race contingency, Husqvarna rewards participation in other motorcycling events, such as the AMA/Husqvarna Dual-Sport Series.

The Husqvarna-sponsored series provides organized trail rides for participants, and in some cases, TE demo rides. HMNA also offers a free t-shirt to Husky riders who submit photos from one of the nationwide events.





2013 Model Range

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# BMW Financial Services



Financing options can be a difficult hurdle on the road to retail sales success. Fortunately, backing from BMW Financial Services means that Husqvarna Motorcycles have outstanding finance opportunities:

- **Option to buy with \$0 down**
- **Advance up to 130% on approved credit**
- **Aggressive rates across all tier levels**
- **Low monthly payments**
- **Terms up to 60 months**

For more information about BMW Financial Services call toll-free 1-877-269-3577.



# Components & Settings

		Dual-sport			Cross-country	
		TE310R	TE449	TE511	TXC250R	TXC310R
Suspension	Open/closed cartridge Kayaba fork	open	open	open	closed	closed
	Fork spring rate (N/mm)	4.6	4.6	4.6	4.6	4.6
	Shock spring rate (N/mm)	52	50	50	52	52
	Recommended settings (fork)	Reb 8 / Comp 12	Reb 14 / Comp 10	Reb 14 / Comp 10	Reb 13 / Comp 9	Reb 13 / Comp 9
	Recommended settings (shock)	Reb 10 / Comp 14 HS Comp 1.5 turns	Reb 16 / Comp 16 HS Comp 1.5 turns	Reb 16 / Comp 16 HS Comp 1.5 turns	Reb 10 / Comp 12 HS Comp 1.25 turns	Reb 10 / Comp 12 HS Comp 1.25 turns
	Static sag	35mm	40mm	40mm	35mm	35mm
Brands	Clutch	Brembo hydraulic	Brembo hydraulic	Brembo hydraulic	Brembo hydraulic	Brembo hydraulic
	Brakes	Brembo/ Braking discs	Brembo/ Braking discs	Brembo/ Braking discs	Brembo/ Braking discs	Brembo/ Braking discs
	Bar	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered
	Grips	Domino all black	Domino all black	Domino all black	Domino all black	Domino all black
	Triple clamps	TCN cast	TCN cast	TCN cast	TCN cast	TCN cast
	Foot pegs	Everest oversize	Everest oversize	Everest oversize	Everest oversize	Everest oversize
	Exhaust	Leo Vince	Lafranconi	Lafranconi	Leo Vince	Leo Vince
	Hubs	polished	polished	polished	polished	polished
	Wheels	Excel	Excel	Excel	Excel	Excel
	EFI	Keihin	Keihin	Keihin	Keihin	Keihin
	Throttle body	42mm	42mm	42mm	42mm	42mm
	Reed valve					
	Seat cover	gripper seat	gripper seat	gripper seat	gripper seat	gripper seat
	Kickstand	aluminum	aluminum	aluminum	aluminum	aluminum
Air filter	Twin Air	Twin Air	Twin Air	Twin Air	Twin Air	
Final drive	Chain	Regina O-ring	Regina O-ring	Regina O-ring	Regina O-ring	Regina O-ring
	Sprockets	Supersprox	Supersprox	Supersprox	Supersprox	Supersprox
	Sprocket ratio	13T/40T	15T/51T	15T/51T	13T/50T	13T/50T
Adjustability	Handlebar mounts	stock, two positions	stock, two positions	stock, two positions	stock, two positions	stock, two positions
	Adjustable levers	yes	yes	yes	yes	yes
	Axle pulls	no	no	no	no	no
Oil	Oil capacity	900cc w filter	1.15 l w filter	1.15 l w filter	900cc w filter	900cc w filter
	Recommended levels	850cc w/o filter	1.0 l w/o filter	1.0 l w/o filter	850cc w/o filter	850cc w/o filter





# Components & Settings

Cross-country			Motocross		
WR125	WR250	WR300	TC250R	TC449	CR125
open	open	open	closed	closed	closed
4.2	4.2	4.2	4.6	4.8	4.2
Sachs	Sachs	Sachs	52	54	Sachs
Reb 10 / Comp 10	Reb 10 / Comp 10	Reb 10 / Comp 10	Reb 13 / Comp 9	Reb 14 / Comp 11	Reb 13 / Comp 9
Reb 18 / Comp 15 HS Comp 1.5 turns	Reb 15 / Comp 15 HS Comp all open	Reb 15 / Comp 15 HS Comp all open	Reb 10 / Comp 10 HS Comp 1.5 turns	Reb 13 / Comp 13 HS Comp 1.5 turns	Reb 15 / Comp 18 HS Comp 1.5 turns
35mm	35mm	35mm	30mm	35mm	30mm
cable	cable	cable	Brembo hydraulic	Brembo hydraulic	cable
Brembo/ Braking discs	Brembo/Braking front disc, solid rear disc	Brembo/Braking front disc, solid rear disc	Brembo/ Braking discs	Brembo/ Braking discs	Brembo/ Braking discs
Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered	Magura aluminum tapered
Domino all black	Domino all black	Domino all black	Domino all black	Domino all black	Domino all black
TCN cast	TCN cast	TCN cast	TCN cast	TCN cast	TCN cast
Everest oversize	Everest oversize	Everest oversize	Everest oversize	Everest oversize	Everest oversize
stock	SEM (silencer)	SEM (silencer)	Akrapovic	Akrapovic	SEM (silencer)
polished	cast	cast	polished	polished	polished
Excel	Excel	Excel	Excel	Excel	Excel
Mikuni TMX carb	Mikuni TMX carb	Mikuni TMX carb	Keihin	Keihin	Mikuni TMX carb
38mm	38mm	38mm	42mm	46mm	38mm
V-Force	V-Force	V-Force			V-Force
gripper seat	gripper seat	gripper seat	gripper seat	gripper seat	gripper seat
aluminum	aluminum	aluminum	no	no	no
Twin Air	Twin Air	Twin Air	Twin Air	Twin Air	Twin Air
Regina O-ring	Regina O-ring	Regina O-ring	Regina	Regina	Regina
Supersprox	Supersprox	Supersprox	Supersprox	Supersprox	Supersprox
13T/50T	13T/48T	13T/48T	13T/50T	15T/53T	13T/50T
stock, two positions	stock, two positions	stock, two positions	stock, two positions	stock, two positions	stock, two positions
yes	yes	yes	yes	yes	yes
no	yes (front/rear)	yes (front/rear)	no	no	no
800cc	800cc	800cc	900cc w filter	1.15 l w filter	800cc
800cc	800cc	800cc	850cc w/o filter	1.0 l w/o filter	800cc





# Specs at a glance

	Dual-sport			Cross-country	
	TE310R	TE449	TE511	TXC250R	TXC310R
Engine	single-cylinder DOHC four-stroke				
Displacement	302.4cc	449.6cc	477.5cc	249.5cc	302.4cc
Bore x Stroke	82 x 57.4mm	98 x 59.6mm	101 x 59.6mm	79 x 50.9mm	82 x 57.4mm
Compression	13.1:1	12.0:1	12.0:1	13.5:1	13.0:1
Ignition	CDI electronic	CDI electronic	CDI electronic	digital CDI w adjustable adv.	digital CDI w adjustable adv.
Fuel System	EFI w Keihin D42	EFI w Keihin D46	EFI w Keihin D46	EFI w Keihin D42	EFI w Keihin D42
Transmission	6 speed				
Starting	electric/kick	electric	electric	electric/kick	electric/kick
Clutch	multi-plate hydraulic				
Front Suspension	48mm Kayaba open-cartridge	48mm Kayaba open-cartridge	48mm Kayaba open-cartridge	48mm Kayaba closed-cartridge	48mm Kayaba closed-cartridge
Rear Suspension	Kayaba shock				
Front Rim/Tire	1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 80/100-21	1.60x21 Excel rim 80/100-21
Rear Rim/Tire	2.15x18 Excel rim 140/90-18	2.15x18 Excel rim 140/80-18	2.15x18 Excel rim 140/80-18	2.15x18 Excel rim 110/100-18	2.15x18 Excel rim 110/100-18
Fuel Capacity	2.25 gal.	2.50 gal.	2.50 gal.	2.25 gal.	2.25 gal.
Wheelbase	58.9 in.	58.7 in.	58.7 in.	57.9 in.	57.9 in.
Rake/Trail	26.5°/4.17 in.	25.8°/3.98 in.	25.8°/3.98 in.	26.5°/4.17 in.	26.5°/4.17 in.
Ground Clearance	11.4 in.	13.1 in.	13.1 in.	11.4 in.	11.4 in.
Seat Height	37.4 in.	37.5 in.	37.5 in.	37.4 in.	37.4 in.
Curb Weight	247.0 lbs	255.7 lbs	255.7 lbs	231.5 lbs	231.5 lbs
Homologation	license plate	license plate	license plate	CA red sticker	CA red sticker
MSRP	\$8,399	\$8,599	\$8,999	\$7,599	\$7,999



# Specs at a glance

Cross-country			Motocross		
WR125	WR250	WR300	TC250R	TC449	CR125
single-cylinder two-stroke	single-cylinder two-stroke	single-cylinder two-stroke	single-cylinder DOHC four-stroke	single-cylinder DOHC four-stroke	single-cylinder two-stroke
124.8cc	249.3cc	293.1cc	249.5cc	449.6cc	124.8cc
54 x 54.5mm	66.4 x 72mm	72 x 72mm	79 x 50.9mm	98 x 59.6mm	54 x 54.5mm
8.8:1	8.4:1	6.9:1	13.5:1	13.0:1	8.8:1
electronic with adjustable adv.	CDI electronic w adjustable adv.	electronic with adjustable adv.			
Mikuni TMX 38mm carb	Mikuni TMX 38mm carb	Mikuni TMX 38mm carb	EFI w Keihin D42	EFI w Keihin D46	Mikuni TMX 38mm carb
6 speed	5 speed	5 speed	5 speed	5 speed	6 speed
kick	kick	kick	kick	electric	kick
multi-plate mechanical	multi-plate mechanical	multi-plate mechanical	multi-plate hydraulic	multi-plate hydraulic	multi-plate mechanical
48mm Kayaba open-cartridge	48mm Kayaba open-cartridge	48mm Kayaba open-cartridge	48mm Kayaba closed-cartridge	48mm Kayaba closed-cartridge	48mm Kayaba closed-cartridge
Sachs shock	Sachs shock	Sachs shock	Kayaba shock	Kayaba shock	Sachs shock
1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 90/90-21	1.60x21 Excel rim 80/100-21	1.60x21 Excel rim 80/100-21	1.60x21 Excel rim 80/100-21
2.15x18 Excel rim 120/90-18	2.15x18 Excel rim 140/80-18	2.15x18 Excel rim 140/80-18	1.85x19 Excel rim 100/90-19	2.15x19 Excel rim 110/90-19	1.85x19 Excel rim 100/90-19
2.50 gal.	2.50 gal.	2.50 gal.	1.70 gal.	2.10 gal.	1.85 gal.
57.7 in.	58.5 in.	58.5 in.	57.5 in.	58.7 in.	57.9 in.
26.5°/4.33 in.	27°/3.93 in.	27°/3.93 in.	26.5°/4.37 in.	25.8°/3.98 in.	26.5°/4.37 in.
12.8 in.	13.6 in.	13.6 in.	12.8 in.	13.2 in.	12.8 in.
38.4 in.	38.7 in.	38.7 in.	38.8 in.	37.9 in.	38.8 in.
216.1 lbs	229.3 lbs	229.3 lbs	222.7 lbs	238.1 lbs	207.2 lbs
CA red sticker	CA red sticker	CA red sticker	CA red sticker	CA red sticker	CA red sticker
\$6,299	\$6,699	\$7,099	\$7,199	\$7,999	\$6,299



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