

MODEL YEAR 2013

2013 LAUNCH HUSABERG



HUSABERG
PURE ENDURO



ENDURO HISTORY IN THE MAKING

What's the bike called? Thomas Gustavsson and Roland Öhrn thought of everything. How can we save weight? How can we improve the performance? How can we make the handling easier? How can we build the ultimate 4-stroke enduro bike? The only question they didn't ask themselves while enduring the setbacks, the countless tests and the long nights, weekends and months of work was the one about the name. Why bother looking for a name when you've already built a revolutionary offroad bike? But the race official at the motorcycle's first official appearance would not let up. What's the bike called?

Since a bike with no name would be denied entry, Thomas Gustavsson needed to make a decision. The woodshed where everything began stood in "Husabergs Udde" - and the decision was simple. Thus, Husaberg was born. In the heart of Sweden, a country with a population of barely 9 million inhabitants and very few paved roads, in which the forest extends as far as the eye can see, enduro history was written in a small woodshed by fanatical enduro engineers.

A year after founding the company, they were ready. In 1989, the first FE 501 range rolled from an improvised production facility and the first European Enduro Championship title was won. With a bike that was lighter, more maneuverable and more powerful than the competition. With the courage to innovate and a passion for offroad motorsport, the young Swedish company quickly made a name for itself in the enduro world.



One year later, they won their first world titles - both riders' and constructors'. There were two titles again for HUSABERG in 1991, with the FE 501 and the new FE 350 model. That year HUSABERG also moved into a fully fledged production facility not far from its birthplace. What was the name of the street? Appropriately enough "Endurovägen". The next world title came in 1995, the year in which HUSABERG was found by a partner that was equally as passionate about uncompromising bikes as the enduro fanatics from Sweden. KTM Sportmotorcycle AG acquired HUSABERG, pressing on with modernization and further innovation.

Since 2003, the bikes have been "developed in Sweden, built in Austria". HUSABERG made use of the factory in Mattighofen to gain access to ISO-certified quality control and state-of-the-art production technology. The enduro specialists from Sweden work day and night to improve their bikes even further. KTM's professional production facility helps HUSABERG to optimize its products.

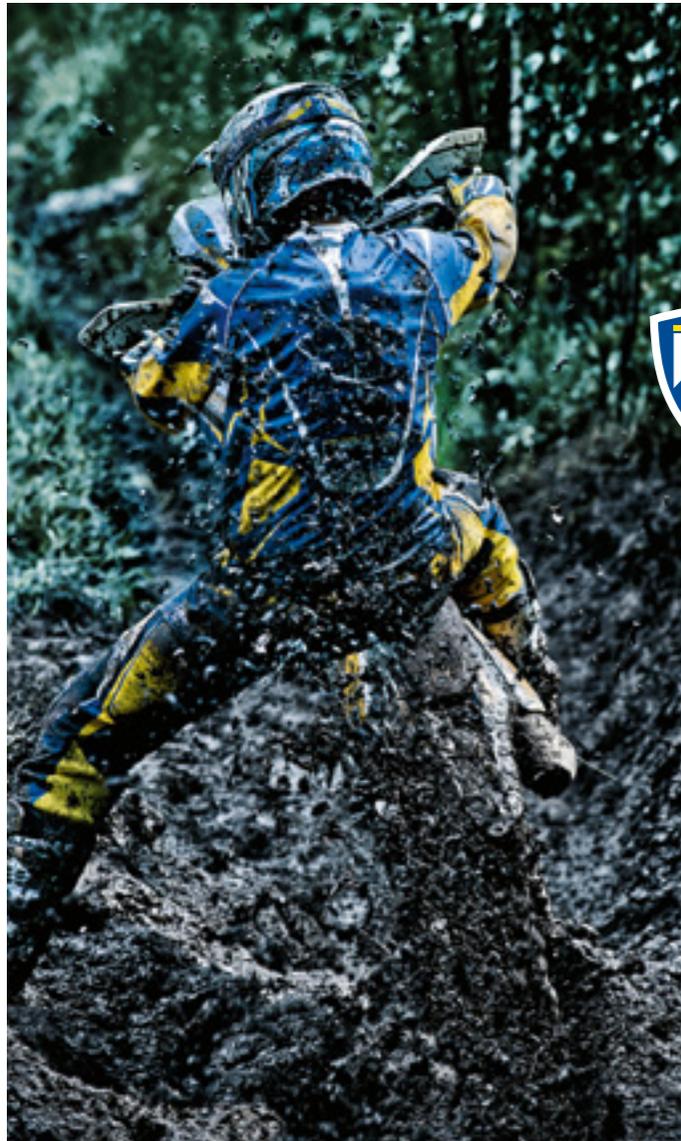
Then in September 2008, HUSABERG amazed the enduro world again. 20 years after its humble beginnings, the company presented a revolutionary new enduro generation. The 4-stroke engine with the cylinder angled at 70° redefined the meaning of "playful handling".

The next revolution followed in 2011. HUSABERG, the 4-stroke engine specialist, now added 2-stroke machines to their line-up. The 2-stroke enduros excel with the easy handling typical of HUSABERG and a huge weight advantage.

And day after day, the development department in Sweden is working meticulously on refining and improving the bikes even further. Because the best is by no means good enough.

The time has come in 2012. Whether it be 2-stroke or 4-stroke. The bikes from the blue and yellow enduro foundry have been redesigned from scratch. HUSABERG has pulled out all the stops and now presents a completely revamped chassis, enhanced suspension and state-of-the-art engine technology. These bikes show the reason why HUSABERG is unique within the enduro scene and set a new benchmark in terms of power, handling and weight.





PURE ENDURO

Husaberg is the only brand on the market that solely focuses on Enduro. This focus guarantees that every single detail of the all new 2013 model range is aimed at maximum rideability for Enduro Competition as well as offroad adventures out in the wilderness.

In order to make Husaberg's Pure Enduro bikes available to all riders, for the first time in the brand's history, we offer a complete model range. Totally redesigned from scratch, the new model range boasts innovative bodywork, enduro-specific patented 4-chamber-system suspension and a brand new engine generation providing a new dimension in terms of weight, rideability and performance.



BASIS FOR CONTINUED SUCCESS

As a niche brand, Husaberg not only has to be innovative in terms of technology, but also, must have a solid economic foundation in order to stay competitive in a challenging market environment. The all new 2013 Husaberg model range has the highest quality components, which add to the modern and distinctive Husaberg look and feel.

For 2013, Husaberg is returning to a conventional engine layout for the 4-stroke FE models which dramatically reduces the weight of the engine, and even offsets the benefits of the former 70° layout in regards to handling.



INNOVATION

Husaberg stays true to its innovative image and has developed a new generation of glass fiber reinforced polyamide subframes which were introduced in 2008. This new subframe is not only lighter, but also, more rigid than its predecessor while retaining the advantages of embedding several electrical components and offering perfectly positioned recessed grips making it easy to maneuver the bike in tricky and muddy conditions.

The newly designed frame saves weight while at the same time offering higher levels of torsional stiffness for more precise cornering characteristics and higher tracking stability.

Last but not least, the all new bodywork with in-mold graphics not only gives the bikes a modern, distinctive look but also adds to the unique rideability by offering a very slender seat and tank spoiler profile as well as a perfect point of contact between rider and bike.

FE 250

Swift, maneuverable and agile; the FE 250 may be small, but it's far from tame. This newest addition to the Husaberg model range is the new weapon of choice for all enduro racers.



FE 350

A bike that grits its teeth! Power, coupled with endurance, and combined with incredible agility. The FE 350 succeeds the FE 390 in the Husaberg line-up for the new and growing mid-capacity segment. Offering the same level of rideability at a dramatically lower weight, the FE 350 clearly steps up Husaberg's competitiveness in low-capacity / hi-revs enduro competition. Unlike the FE 250, the FE 350 is not an all new model for Husaberg, as the first FE 350 was actually Husaberg's second ever model back in 1991 which even won an Enduro World Championship title straight away.

*Euro spec bikes shown



FE 501

What more needs to be said about a bike that bears the name Husaberg FE 501? Back in 1988, the FE 501 was Husaberg's first model winning a European Enduro title in 1989 and three more Enduro World Championship titles in 1990, 1991 and 1996. It is also Husaberg's most successful model in racing so far. Replacing the FE 570, loved by many but mastered only by very few, the FE 501 not only bears a name with a heritage, but also, perfectly represents what Husaberg stands for: Ultimate rideability without compromise. Massive power combined with low weight for maximum agility and fun, and when it comes to racing it is the ultimate 4-stroke weapon in the enduro class.

TE 300

The TE 300 excels with an unbeatable power-to-weight ratio and comes with a further improved engine with electric starter and a completely new chassis in 2013. Even more powerful, even more agile, even lighter. The TE 300 is also the ultimate Extreme Enduro bike, as proven most notably and in commanding style by Graham Jarvis.



TE 250

Because "good" is by no means "good enough" at Husaberg, the TE 250 now offers a more lively power delivery, spiced-up performance and a completely new chassis. Combine that with the standard 6-speed transmission and an electric starter, and you have a bike that will definitely get you where you want to go. Wherever that may be.

*Euro spec bikes shown



HIGHLIGHTS MY 2013

- New frames made of chromoly
- New subframes made of high-strength plastic
- New swingarm
- New PDS rear suspension
- New 4CS USD WP Closed Cartridge forks
- New bodywork
- New airbox
- New fuel tanks
- New 4-stroke exhaust



CHASSIS

EXHAUST SYSTEMS

All four-stroke models are fitted with new silencers featuring a larger profile and a reworked inner design for a more efficient noise reduction at maximum performance output. On the two-strokes, the exhaust systems remain unchanged.

WHEELS

All models feature high strength DID rims and CNC-machined hubs. New nipples made of aluminum instead of steel reduce the weight by 200 grams per wheel. The spokes now come with a black coating for improved corrosion resistance.

COOLING SYSTEM

The proven integrated cooling system routes from the cylinder head through the frame triangle directly to the new radiators produced in a new alloy providing more durability. All four-stroke models are fitted with a radiator fan as standard.



*Euro spec bike shown

TRIPLE CLAMPS

The new generation Husaberg models are fitted with high-end CNC-machined triple clamps which support the fork action and feature reduced friction. The lower clamp features a redesign for improved cornering and reduced weight. Triple clamp off-set of TE 250/300 changes from 22 to 20 mm for improved cornering stability.

FRONT FORK

The high-end WP suspension is one of the features setting the Husaberg models apart from the rest. For 2013, all models are fitted with a newly developed 48 mm 4CS Closed Cartridge fork featuring the patented 4-Chamber-System. The sophisticated design provides very constant and sensitive damping characteristics and an adjustable end progression. The new hand click adjuster system is now accessible on top of the fork, rebound on the right hand side, compression on the left. The fork is fitted with improved seal rings made by SKF and new high performance fork oil (SAE 5 & SAE 4). Compared to the predecessor, the new 4CS fork is lighter and easier to maintain (no special tools required). Fork springs can be changed without special equipment.

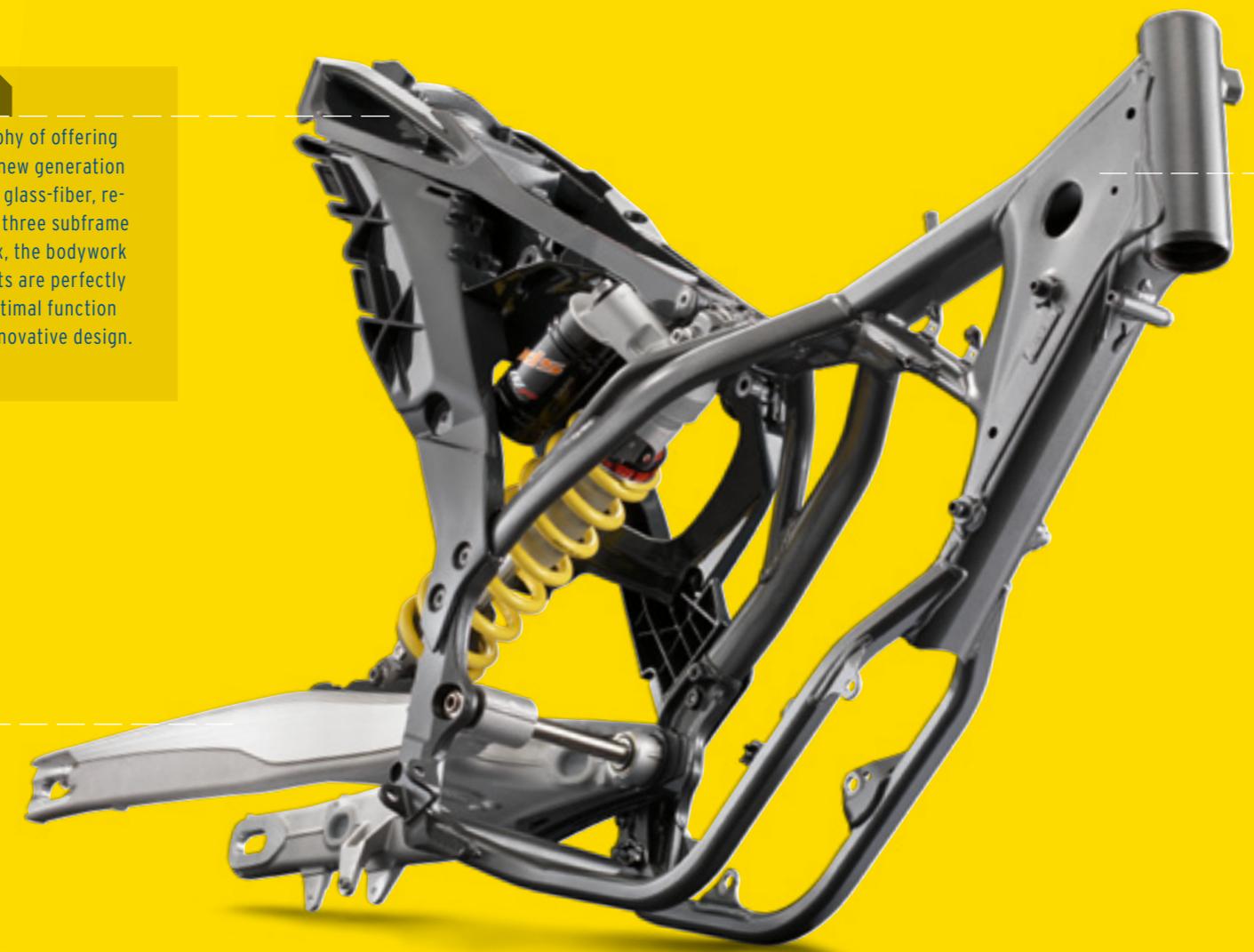


SUBFRAME

According to Husaberg's philosophy of offering innovative design solutions, the new generation subframe is made of lightweight, glass-fiber, reinforced polyamide BGZ15. In the three subframe elements, the surrounding airbox, the bodywork and several electrical components are perfectly integrated in order to provide optimal function combined with low weight and innovative design.

SWING ARM

A new cast aluminum swing arm features an updated mounting position for the shock (5 mm toward the center), higher profiles and optimized flex supporting the frame and suspension characteristics. Weight reduction: 300 grams!



FRAME

All models feature new frames made of light-weight chromoly. The frames have a double-cradle design providing high torsional rigidity for precise cornering and high tracking stability, while reduced longitudinal stiffness supports the rear suspension absorbing energy created from rear wheel impacts. For maximum protection, all models are equipped with an engine protector made of high-strength plastic.



BRAKES

Brakes by Brembo are standard equipment on all Husaberg models. In conjunction with the lightweight wave rotors, they are the benchmark when it comes to feel and brake performance. A further improved rear master cylinder guarantees even better durability.

SHOCK ABSORBER

The new Husaberg generation is fitted with a new 7 mm longer PDS shock absorber made by WP which offers an improved rising rate characteristic. A new spring retention and preload system allows for preload adjustment without the use of a hammer and punch. A wide range of adjustability of rebound and high/low speed compression damping are Husaberg standard.



CHASSIS



AIRBOX

For the layout of the new airbox the engineers had two targets: maximum protection of the filter against dirt and maximum airflow for optimum performance with individual intake snorkels for every engine displacement. Like in the past, the exchange of the TwinAir airfilter can be done within a few seconds without any tools.

FUEL TANKS

All models are equipped with new fuel tanks made from lightweight translucent polyethylene which allows checking the fuel level from the outside. The bigger 2.5 gallon 4-stroke tanks have an additional reserve indication light and are fitted with the latest version of electronic fuel pumps. The capacity of the 2-stroke tanks is slightly reduced to 2.9 gallons for better riding ergonomics.



BODYWORK

When designing the new bodywork the focus of the designers was on sporty and slim ergonomics providing perfect contact points for the rider and unlimited freedom of movement. According to the Husaberg tradition the new models also feature integrated hand holds in the subframe/rear fender in order to lift and maneuver the bike easily.



CHASSIS



FE 250

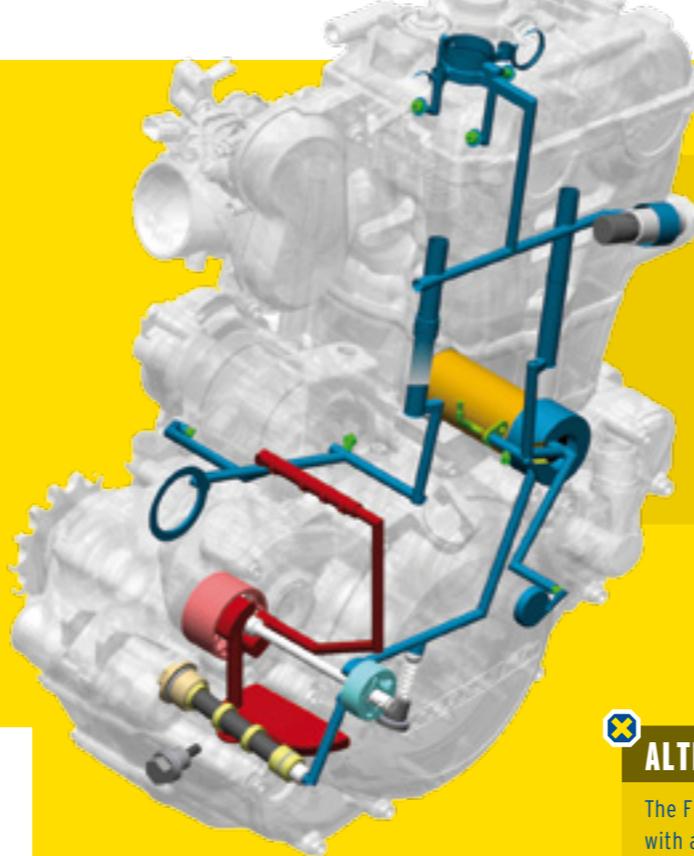
Featuring a lightweight and compact DOHC power plant with a modern electronic fuel injection, the FE 250 scores with its excellent power delivery, high engine performance and extremely agile rideability.

ENGINE MANAGEMENT SYSTEM (EMS)

Husaberg was one of the first manufacturers fitting an engine management system to their 4-strokes. The FE 250 utilizes an EMS made by Keihin with electronic fuel injection and 42 mm throttle body. It secures spontaneous and powerful response with maximum performance. Automatic temperature and altitude compensation are state-of-the-art.

CYLINDER HEAD

The heart of the very compact engine is the compact cylinder head with two overhead camshafts and DLC coated finger followers, which activate the four titanium valves. The layout of the ports and the combustion chamber as well as the cam timing were designed to work perfectly together with the EFI system for maximum gas flow and the highest enduro specific performance.



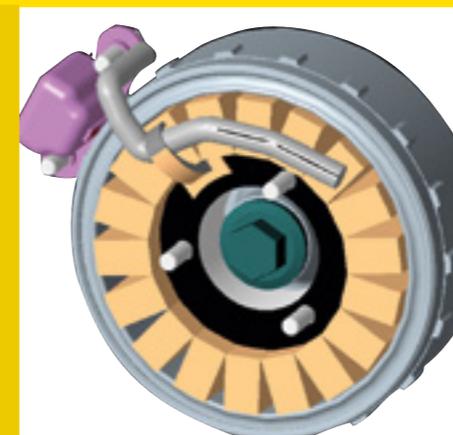
OIL CIRCUIT

The oil circuit of the 250 cc engine is operated by two oil pumps. A pressure pump is lubricating the crankshaft, piston, counter balancer, clutch and the valve train while also cooling the alternator.

A suction pump evacuates oil out of the crank case and transfers it to the transmission. It even creates a vacuum in the crank housing to increase the engine performance.

ALTERNATOR

The FE 250 engine is fitted with an oil-cooled AC alternator with a capacity of 196 W which provides sufficient energy for the fuel injection system as well as all other electrical components. In addition, it holds the one-way clutch of the electric starter system.



STARTER

Like all Husaberg 4-stroke models, the FE 250 is fitted with a reliable electric starter system. The starter motor is located behind the cylinder and activates the one-way clutch via intermediate gears. For 2013, the 4-strokes are not equipped with a kickstarter to help reduce overall weight.

ENGINE

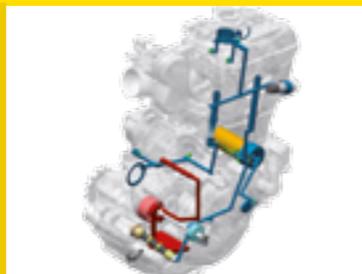
FE 350



The lightweight FE 350 with its extremely compact DOHC engine is the ideal bike for any kind of enduro riding. Especially when it comes to demanding terrain, the bike shines with its smooth, but powerful engine characteristics and performance, which is close to a 450 cc engine. However, the bike feels like a 250 four-stroke when it comes to handling and rideability due to its compact dimensions and minimized rotating masses. With this combination of power and agility the rider benefits even more the longer the race takes - no matter if professional or novice.

LUBRICATION

The FE 350 cc has two oil pumps similar to the 250 cc engine. A pressure pump supplies the crankshaft, piston, balancer shaft, chain tensioner and valve train. Additionally, it supplies lubrication for the clutch and cools the ignition. A suction pump evacuates the crank housing and lubricates the gear box.

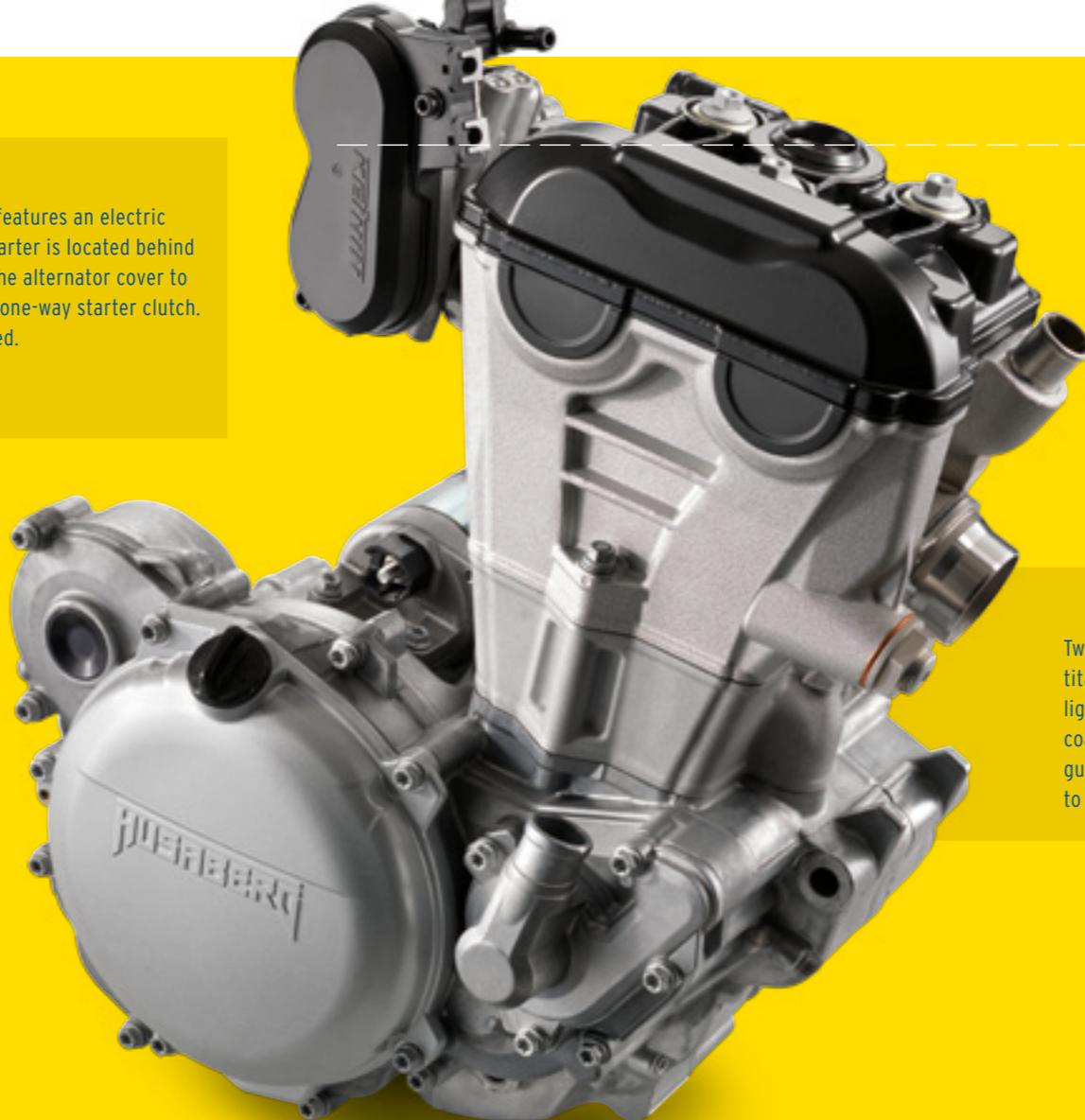


STARTER

Like the 250 cc engine, the FE 350 features an electric starter as standard. The electric starter is located behind the cylinder and is connected via the alternator cover to the flywheel, which is fitted with a one-way starter clutch. A kickstarter can also be retro-fitted.

VALVE TRAIN

In the super-light die-cast engine case the crankshaft turns an intermediate gear, which drives the cam chain, and at the same time, acts as a balancer shaft and holds the water pump. This design allows for extremely compact engine dimensions. A hydraulic cam chain tensioner secures reliable tension of the chain for precise cam timing.

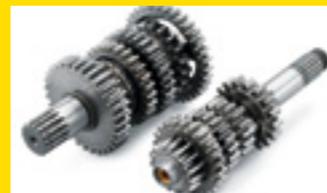


ENGINE MANAGEMENT SYSTEM (EMS)

Husaberg was one of the first manufacturers fitting an engine management system to their 4-strokes. The FE 350 features an EMS made by Keihin with electronic fuel injection and 42 mm throttle body. It secures spontaneous and powerful response and maximum performance. Automatic temperature and altitude compensation are state-of-the-art.

CYLINDER HEAD

Two overhead cams operate the four ultra lightweight titanium valves in combination with very small (8 grams), light finger followers with DLC (Diamond like Carbon) coating. The design of the ports and the cam timing guarantee class leading performance from the bottom up to the rpm limit of 12,000 rpm.



CRANKSHAFT

The main focus of the engineers was laid on reducing the oscillating masses of the conrod and piston. This made the use of a laterally located counter balance shaft possible, which at the same time, acts as a water pump and drives the timing chain.

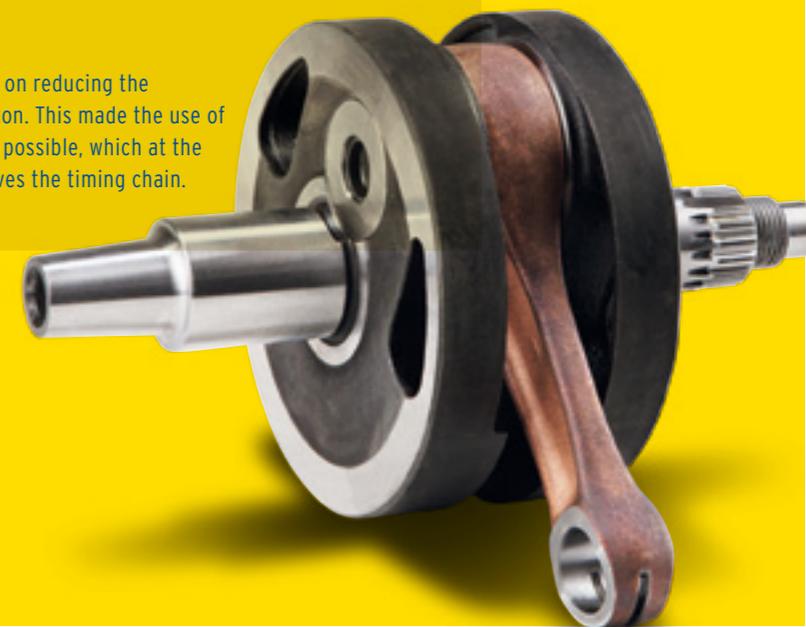
TRANSMISSION

The 6-speed gearbox was designed to suit the engine characteristics of the 350 cc engine for any kind of enduro riding and provides precise shifting.



CLUTCH

Like on the bigger displacements, a one-piece clutch basket combined with the primary gear is made from high-strength billet steel. It allows the use of thin steel linings for a compact clutch package. A diaphragm spring makes it possible to implement an additional rubber damping system, guaranteeing best reliability for the transmission and supporting traction. The hydraulic clutch by Brembo in conjunction with the diaphragm spring guarantees a very light operation and good controllable modulation of the clutch.



FE 501



Outstanding four-stroke performance and extremely lightweight design was Husaberg's philosophy right from the beginning. The new FE 501 meets these attributes perfectly. The SOHC engine features an extremely compact design, perfectly set performance, best durability and a massive weight reduction of 1.5 kg compared to the predecessor. This state-of-the-art engine technology is a perfect fit for the lightweight and agile Enduro chassis. For those who always want to get more, the FE 501 is the right choice: massive but still smooth power delivery and easy to control for hardcore enduro sections. When the rider opens the throttle, every hill and obstacle becomes a walk in the park!



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CRANKSHAFT

The crankshaft with a stroke of 72 mm is equipped with a new ultra-light connecting rod produced from special high-grade steel by PANKL. The engineers managed to reduce the oscillating mass drastically for minimum vibrations.



CYLINDER HEAD

The design of the SOHC cylinder head is based on that of its predecessor. Flow-optimized inlet and exhaust ports, together with an improved design of the combustion chamber, have been developed to make best use of the EFI system for outstanding power delivery and performance.



PACKAGING

Compared to the predecessor, the new engine generation features a conventional engine design. Due to an improved packaging, the dimensions and the weight of the engine could be reduced dramatically. The central balancer shaft is replaced by a lateral balancer with an integrated water pump for most compact dimensions. In addition, the casing is now produced in die-cast instead of sand-cast technology, so that the wall thickness could be reduced for weight saving without reducing strength. This new package results in an amazing weight reduction of 1.5 kg compared to the predecessor, even with an optional kickstarter!

CYLINDER & PISTON

The 501 features a new cylinder with a bore of 95 mm. It is now fitted with a mechanical cam chain tensioner (instead of hydraulic) and new chain guides. A new, 15% lighter forged piston contributes to the low vibration level. New compression and oil scraper rings for minimized blowby and oil consumption.

ENGINE



BALANCER SHAFT

Due to improved materials and the sophisticated design, the engineers managed to reduce the oscillating masses in the engine dramatically (FE 501: - 20%). Therefore, it was possible to mount a smaller, 0.5 kg lighter, laterally located counter balancer instead of a central one, which would have needed much more space. It is also designed to hold the water pump wheel.



LUBRICATION

The new engine family features a newly designed oil circuit with two oil pumps and one common oil circuit. The pressure pump lubricates the conrod bearing, balancer shaft, valve train and supplies oil for cooling of the piston. The suction pump evacuates the crankcase from blow-by and oil. It also lubricates the clutch and the transmission.

STARTER

Like the previous generation, the new FE 501 is fitted with a reliable electric starter system featuring a smaller and lighter starter motor. The new engine now allows for retrofitting a kickstarter which adds around 1.5 kilograms of engine weight.

TRANSMISSION

The 6-speed enduro gearbox is well proven and was carried over from its predecessor. It provides very precise shifting.



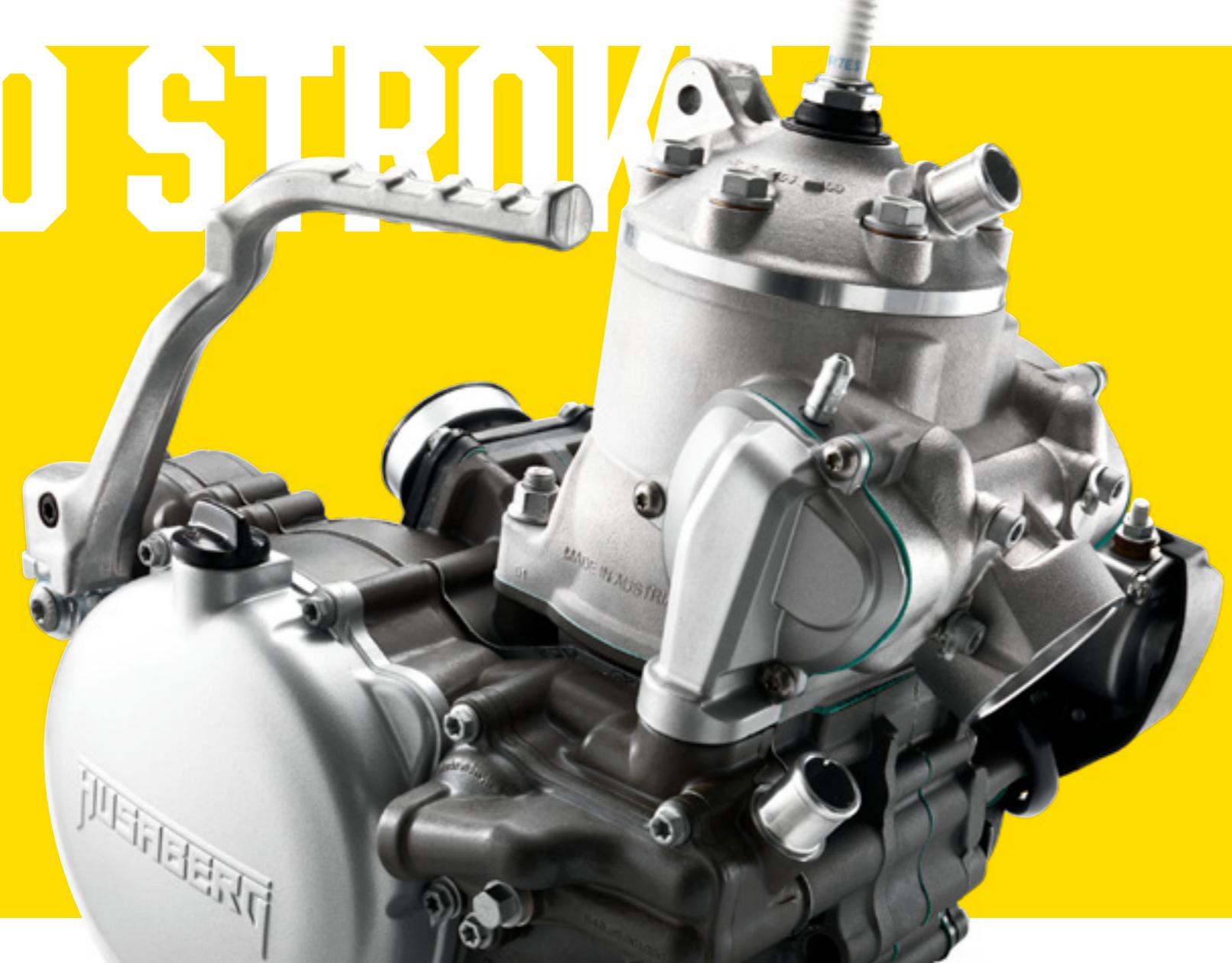
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FE 501

ENGINE

TWO STROKE



TE 250

The TE 250 is one of the most powerful and sportiest 2-stroke bikes in the enduro category battling against the 450 4-strokes. The state-of-the-art power plant guarantees spontaneous power delivery and further increased performance in conjunction with an all new chassis. The electric starter and 6-speed transmission are a proven standard. An adjustable power valve and selectable ignition curves give the rider the possibility to adjust the bike to their personal riding style and to different terrains.

NEWS 2013

- NEW CHASSIS > state-of-the-art design
- TRIPLE CLAMP OFFSET CHANGED FROM 22 TO 20 MM > better cornering stability
- NEW AIRBOX > increased space
- FLOW OPTIMIZED INTAKE SNORKEL > improved performance
- NEW V-FORCE 4 INTAKE REED VALVES > improved power delivery
- NEW RUBBER DAMPED CLUTCH WITH BILLET STEEL BASKET AND DIAPHRAGM SPRING > 250 grams weight reduction, improved modulation

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ENGINE



FE 250



FE 350



FE 501



4-STROKE

ENGINE			
ENGINE TYPE	Single cylinder, 4-stroke	Single cylinder, 4-stroke	Single cylinder, 4-stroke
DISPLACEMENT	248.6 cc	349.7 cc	510.4 cc
BORE / STROKE	76 / 54.8 mm	88 / 57.5 mm	95 / 72 mm
COMPRESSION RATIO	13.2 : 1	12.3 : 1	11.8 : 1
STARTER / BATTERY	Electric starter / 12V 4Ah	Electric starter / 12V 4Ah	Electric starter / 12V 4Ah
TRANSMISSION	6 gears	6 gears	6 gears
FUEL SYSTEM	Keihin EFI, throttle body 42 mm	Keihin EFI, throttle body 42 mm	Keihin EFI, throttle body 42 mm
CONTROL	4 V / DOHC with finger followers	4 V / DOHC with finger followers	4 V / DOHC with rocker levers
LUBRICATION	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
GEAR RATIOS	13:32 17:33 19:29 23:28 23:23 26:22	14:32 16:26 20:25 22:23 25:22 26:20	14:36 17:32 19:28 22:26 24:23 26:21
PRIMARY RATIO	22:68	24:73	32:76
FINAL DRIVE	13:50	13:52	13:50
COOLING	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, Brembo hydraulics	Wet multi-disc clutch, Brembo hydraulics	Wet multi-disc clutch, Brembo hydraulics
IGNITION / ENGINE MANAGEMENT	Keihin EMS	Keihin EMS	Keihin EMS
CHASSIS			
FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Cross-linked Polyethylene	Cross-linked Polyethylene	Cross-linked Polyethylene
HANDLEBAR	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm
FRONT SUSPENSION	WP-USD Ø 48 mm 4CS Closed Cartridge	WP-USD Ø 48 mm 4CS Closed Cartridge	WP-USD Ø 48 mm 4CS Closed Cartridge
REAR SUSPENSION	WP-PDS shock absorber	WP-PDS shock absorber	WP-PDS 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"; 120/90-18"	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	Aluminum	Aluminum	Aluminum
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEEL BASE	1,482 ± 10 mm	1,482 ± 10 mm	1,482 ± 10 mm
GROUND CLEARANCE	345 mm	345 mm	345 mm
SEAT HEIGHT	970 mm	970 mm	970 mm
TANK CAPACITY, APPROX.	2.5 gal	2.5 gal	2.5 gal
WEIGHT, WITHOUT FUEL, APPROX.	237 lbs	239.2 lbs	248 lbs

2-STROKE

ENGINE			
ENGINE TYPE	Single cylinder, 2-stroke	Single cylinder, 2-stroke	Single cylinder, 2-stroke
DISPLACEMENT	249 cc	293.2 cc	293.2 cc
BORE / STROKE	66.4 / 72 mm	72 / 72 mm	72 / 72 mm
COMPRESSION RATIO	-	-	-
STARTER / BATTERY	Kick* and electric starter / 12V 3Ah	Kick* and electric starter / 12V 3Ah	Kick* and electric starter / 12V 3Ah
TRANSMISSION	6 gears	6 gears	6 gears
FUEL SYSTEM	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG
CONTROL	Exhaust control TVC	Exhaust control TVC	Exhaust control TVC
LUBRICATION	Mixture oil lubrication 1:60	Mixture oil lubrication 1:60	Mixture oil lubrication 1:60
GEAR RATIOS	14:32 16:26 20:25 22:23 25:22 26:20	14:32 16:26 20:25 22:23 25:22 26:20	14:32 16:26 20:25 22:23 25:22 26:20
PRIMARY RATIO	26:72	26:72	26:72
FINAL DRIVE	13:50	13:50	13:50
COOLING	Liquid cooling	Liquid cooling	Liquid cooling
CLUTCH	Wet multi-disc clutch, Brembo hydraulics	Wet multi-disc clutch, Brembo hydraulics	Wet multi-disc clutch, Brembo hydraulics
IGNITION / ENGINE MANAGEMENT	Kokusan	Kokusan	Kokusan
CHASSIS			
FRAME	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
SUBFRAME	Cross-linked Polyethylene	Cross-linked Polyethylene	Cross-linked Polyethylene
HANDLEBAR	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm	Neken, Aluminum Ø 28 / 22 mm
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SILENCER	Aluminum	Aluminum	Aluminum
STEERING HEAD ANGLE	26.5°	26.5°	26.5°
WHEEL BASE	1,482 ± 10 mm	1,482 ± 10 mm	1,482 ± 10 mm
GROUND CLEARANCE	385 mm	385 mm	385 mm
SEAT HEIGHT	985 mm	985 mm	985 mm
TANK CAPACITY, APPROX.	2.9 gal	2.9 gal	2.9 gal
WEIGHT, WITHOUT FUEL, APPROX.	227.1 lbs	227.1 lbs	227.1 lbs



*Specifications are subject to change



PURE

STRIPED PHASE TEE

T-shirt with oversized, printed motif on the front. High-quality single jersey fabric. 100% cotton.

▶ PART # H39134642-7

BAJA 1650 HYDRATION PACK

- All-purpose hydration pack.
- Dimensions: 28 x 50 x 10 cm approx.
- Exclusively for Husaberg by Ogio.

▶ PART # H39127010

RACING HAT

Hat with elaborate embroidered panels on the front, additional embroidery on the back, yellow peak underside. 100% polyacrylic with lightweight cotton lining.

▶ PART # H69134840-1



STYLE



ENDURO-PROOF LOOKS

Uncompromising style simply goes hand-in-hand with HUSABERG bikes. Pure Style offers you functional enduro clothing, stylish casual wear and the matching accessories. Show off what you ride!

PURE



PART OF YOUR RIDE

Enduro and Husaberg: two things simply made for each other. For all those who want to tease even more out of their bikes, there's HUSABERG Pure Tech. A range of matching parts to make your bike even lighter, even more stylish and even more powerful. Here you'll find such materials as carbon and titanium in accessories specially developed for HUSABERG. Making the best even better.



FLAME BRAKE DISC

Husaberg factory riders brake with Moto Master brake discs: Precisely fitting, made from highest grade steel, they ensure maximum deceleration and minimum brake pad wear. The "hot" flame design looks really sharp as well.

▶ PART # 781.09.960.000

STEP PLATE FOR BRAKE LEVER



▶ PART # 812.13.951.000

LIFT STAND

Maximum load: 150 kg

▶ PART # 812.29.955.000



FACTORY HEADER

Made from titanium - that means: ultra-light

▶ PART # SKS.H.350.500

SKID PLATE

An offroad sortie is no walk in the park! Husaberg aluminum skid plates provide the most effective protection for frame and engine.

▶ PART # 813.03.990.000



CASE GUARD

The benefits of the Husaberg case guard are:

- Prevents damage to the engine case in the event of the chain breaking
- No pulling-in of stones between chain and engine case (material-friendly)
- CNC-machined from high-strength aluminum
- Best possible and effective protection for the clutch slave cylinder

▶ PART # 812.32.975.044



TECH



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PURE ENDURO

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