



# Media Information Enduro

Model Year 2021



**Husqvarna**<sup>®</sup>  
MOTORCYCLES

Introduction	3
Technical Highlights	4
Technical Information by model 2-strokes	
TE 150i	14
TE 250i   TE 300i	19
Technical Information by model 4-strokes	
FE 250   FE 350	26
FE 450   FE 501	32

Apparel	39
Technical Accessories	42
Company	46
History	47
Milestones	47
Motorsport	49

# Introduction

Continuing to set the benchmark, Husqvarna Motorcycles' MY21 enduro range delivers true performance motorcycles that ensure superior riding experiences. A complete line-up of 2-stroke and 4-stroke machines that have been carefully designed and crafted from the ground up, each model provides ultimate enduro specific power, handling and enjoyment.

Husqvarna Motorcycles' drive to constantly refine and improve all machines recently saw the entire TE and FE model range undergoing an extensive programme of improvements and updates. From the TE 150i, to the TE 250i, TE 300i, FE 250, FE 350, FE 450 and FE 501, the entire enduro model range features unparalleled attention to detail and striking new graphics.

From the WP XPLOR forks and WP XACT shock that ensure consistent damping and superior rider comfort to the chromium-molybdenum steel frame, progressive bodywork and innovative 2-piece composite subframe, Husqvarna Motorcycles' TE and FE range features numerous enduro specific technical highlights. Both 2-stroke and 4-stroke engines feature adjustable engine mapping as standard as well as robust electric starter systems and the latest fuel injection technology. Providing both first timers and accomplished, seasoned racers with machines equipped with a long list of high-quality components fitted as standard, the 2021 line-up ensures impressive performance and advanced ergonomics for true riding experiences.

Highlighting the class leading power and chassis performance of his FE 350, Billy Bolt recently underlined Husqvarna Motorcycles' commitment to building true performance motorcycles by winning the 2020 FIM SuperEnduro World Championship.





## Technical Highlights

- + Chromium-molybdenum steel frame featuring precisely engineered flex characteristics
- + Innovative 2-piece carbon composite subframe design
- + WP XPLOR fork with advanced mid-valve piston delivering consistent damping function
- + WP XACT shock with integrated pressure balance offers superior rider comfort and handling
- + Progressive bodywork for optimal ergonomics
- + CNC machined triple clamps
- + MAGURA hydraulic clutch system offering perfect action in every condition
- + MAGURA brake calipers and high-performance GSK discs combining superior stopping power with unsurpassed sensitivity and modulation
- + Adjustable engine mappings on all models and state-of-the-art traction control (4-strokes)
- + Electric starter for easy starting when time is critical
- + Lightweight Li-ion battery
- + ProTaper handlebar
- + Progressive throttle mechanism and ODI grips - adjustable throttle progression and easy grip mounting
- + Laser engraved D.I.D. wheels
- + Gearboxes produced by Pankl Racing Systems



Features and benefits  
2-strokes and 4-strokes

## Frame

The chromium-molybdenum steel frame is expertly crafted using hydro-formed tubes which are laser-cut and robot-welded to ensure the highest level of precision and quality. The specifically crafted geometry utilises advanced longitudinal and torsional flex characteristics, for unparalleled rider feedback, energy absorption and exceptional straight-line stability.

The forged aluminium cylinder head mountings on all models deliver optimal handling characteristics and comfort. The frame is finished off in a premium blue powder coating and standard frame protectors guaranteeing superior protection and durability.

- + Advanced longitudinal and torsional flex characteristics - unparalleled rider feedback, energy absorption and exceptional straight-line stability
- + Forged aluminium cylinder head mountings on all models
- + Durable powder coated finish with standard frame protectors

## Composite carbon fibre subframe

Unique to Husqvarna Motorcycles, the carbon composite subframe showcases advanced production technologies and innovation. Using 70% polyamide and 30% carbon fibre, the 2-piece subframe has a total weight of just over 1 kg. With the help of computational dynamics, specific rigidity was engineered into the light and robust subframe, delivering outstanding handling and rider comfort.

- + 2-piece subframe - weight just over 1 kg
- + Carbon fibre composite construction - lightweight and robust
- + Specific rigidity characteristics - exceptional handling and comfort



## Swingarm

The hollow cast aluminium swingarm offers optimal stiffness and reliability at the lightest possible weight. Specific machining allows for the chain adjustment slots to be seen from above, allowing for easy maintenance.

- + Optimal stiffness and reliability in a lightweight construction

## WP XPLOR fork

The WP XPLOR front forks consist of a 48 mm spring type layout with split rebound and damping functions meaning compression damping is solely maintained by the left leg and rebound damping solely by the right leg. The result is simple adjustment through easy access clickers (30 clicks) located on the top of each fork leg. Additionally, the standard preload adjusters allow for a 3-way preload adjustment without the use of tools.

Offering unsurpassed performance and comfort, the XPLOR fork features an advanced mid-valve piston delivering a consistent damping function while the setting allows the fork to operate higher in the stroke delivering exceptional rider feedback and bottoming resistance.

- + WP XPLOR front fork - 48 mm spring type with split damping function
- + Easy access preload adjusters
- + Advanced mid-valve piston and setting - superior performance, feel and comfort

## CNC machined triple clamps

The 22 mm offset black-anodised CNC machined triple clamps offer premium quality as standard on all Husqvarna Motorcycles enduro models. The triple clamps are expertly crafted using superior techniques and materials to provide high levels of quality and reliability. A 2-way handlebar adjustment is standard and allows for customisable ergonomics.

- + CNC aluminium - finest quality and reliability
- + Adjustable handlebar position - adjustable ergonomics

## WP XACT rear shock

The WP XACT shock provides advanced damping characteristics while keeping a compact and lightweight design. With a pressure balance inside the shock, damping is consistent resulting in superior rider comfort and handling.

Using the same linkage progression found in the Husqvarna Motocross range, the rear end sits low for optimal control and comfort in extreme enduro conditions. The component is fully adjustable and delivers unrivalled traction, feeling and energy absorption. The rear wheel travel is 300 mm.

- + Advanced linkage progression - exceptional control and comfort
- + Pressure balance - consistent damping
- + 300 mm wheel travel



## MAGURA brakes

The MAGURA braking system offers the highest level of braking performance while specifically tailored for enduro riding to deliver a sensitive action and feel. The 260 mm front and 220 mm rear waved brake discs by GSK keep weight to a minimum and offer complete braking confidence.

- + MAGURA brake calipers and high-performance GSK discs - superior stopping power with unsurpassed sensitivity and action



## MAGURA hydraulic clutch

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

- + MAGURA hydraulic clutch - perfect action in all conditions

## Grips and throttle assembly

The ODI lock-on grip on the left side requires no gluing, while on the right, the vulcanised grip features an innovative integrated throttle mechanism. The assembly has easy free-play adjustment and, by changing a cam, throttle progression can be altered.

- + Throttle assembly and ODI grips - easily alter throttle progression; easy grip mounting without glue

## ProTaper handlebars

ProTaper handlebars are second to none for function and style. Manufactured to exacting standards, the ProTaper handlebars features class-leading fatigue resistance while adding minimal weight. ProTaper logos are chemically applied and are scratch and peel resistant.

- + ProTaper handlebars class-leading function and style



## Engine Management System (EMS)

Apart from controlling EFI parameters on the 4-strokes, the Keihin EMS features selectable engine maps via the switch on the handlebar, as well as traction control. Combined with the gear sensor, power delivery is tailored for each gear.

- + Keihin EMS - smaller, lighter and faster at processing engine data for more efficient engine management
- + Gear sensor: specific engine maps for each gear

On the 2-strokes, the EMS features an electronic control unit (ECU) which is responsible for a number of functions. The unit determines the ignition timing, the amount of fuel and oil injected and additionally receives information from the throttle position sensor, ambient air and intake pressure sensors as well as crankcase pressure and water temperature sensors to adapt values and make corrections for automatic temperature and altitude compensation eliminating the need to change carburettor jetting as in the past.

- + 2-stroke EMS - modern engine management eliminating the need for jetting changes

## Integrated cooling system and radiators

The radiators are expertly crafted using high-strength aluminium with CFD (Computational Fluid Dynamics) to channel air through the radiators more efficiently. The cooling system is intelligently integrated into the frame, eliminating the need for additional hoses. The large centre tube running through the frame reduces pressure at this point, allowing for a consistent coolant flow.

Additionally, the radiators are mounted close to the centre of gravity for improved handling agility.

All 4-stroke models are fitted with radiator fans as standard. For the 2-stroke models, radiator fans are optional and available in the Technical Accessories catalogue.

- + Integrated cooling - maximum efficiency in minimum space
- + Large central tube - more consistent coolant flow



## Map switch, traction control

Designed for easy operation, the standard map switch on all 4-stroke models selects between 2 EFI maps and activates the traction control. Traction control features an updated setting offering improved traction and control on slick terrain.

Traction control is selected to an on or off position from the switch and functions by analysing throttle input from the rider and the rate at which RPM increases in the engine. If the RPM increases too quickly, the EMS registers a loss of grip and reduces the amount of power to the rear wheel ensuring maximum traction.

Additionally, all 2-strokes are also fitted with a standard map switch allowing selection between 2 ignition curves based on conditions or rider preference.

- + Standard handlebar map switch - alter engine characteristics according to conditions and rider preference
- + Traction control - optimal traction in all conditions



## Throttle body

The 4-stroke range features a 42 mm Keihin throttle body. The injector is positioned to ensure the most efficient flow into the combustion chamber. To ensure optimal throttle response the throttle cable is mounted directly without a throttle linkage, to provide more immediate throttle response and feeling.

- + Throttle body - 42 mm, injector positioned for optimal flow, more immediate throttle response thanks to direct cable mounting

The 2-strokes use a 39 mm throttle body, which regulates the amount of air entering the engine via a butterfly valve operated by dual throttle cables connected to the handlebar throttle assembly. Unlike 4-stroke throttle bodies, fuel is not introduced at this point, but rather 2-stroke oil is mixed with the air entering the engine to lubricate the crankshaft, cylinder and piston. Additionally, a throttle position sensor (TPS) relays airflow data to the ECU, which in turn calculates the amount of oil and fuel delivered to the engine while a bypass screw regulates the idling speed and a cold start device opens a bypass providing more air for cold starts.

- + 39 mm throttle body - regulates air flow, TPS relays airflow data



## Exhaust system

Tailored specifically for each model using an innovative 3D design process, the 2-stroke header pipes feature advanced geometry and performance. The TE 250i/300i header pipe offers more ground clearance making it less susceptible to damage while a corrugated surface makes the header pipe more durable to damage from rocks and other hazards found on the enduro trail. The 2-stroke mufflers also feature an aluminium mounting bracket and advanced internal construction for excellent noise damping and weight saving.



The 4-stroke exhaust system is expertly designed to deliver class-leading performance at the lowest possible weight. The header pipe is designed and manufactured in two pieces, to be as compact as possible. The joining position allows it to be removed without having to take out the rear shock.

Further innovation allows for a short, compact silencer without increasing noise levels. The component is crafted from lightweight aluminium and is stylishly finished off in a black coating that highlights its premium quality.

- ✚ Corrugated surface on TE 250i/300i - more durable against damage
- ✚ Header joining position on 4-stroke - removable without detaching rear shock

## Electric start and wiring harness

All TE and FE models come standard with an electric starter. The system uses a compact and light-weight Li-Ion battery, which is 1 kg lighter than a conventional battery. With several years of experience of electric starters on Husqvarna Motorcycles' enduro models, the proven reliability is second to none, ensuring a quick and seamless start in all conditions.

Additionally, the wiring harness concentrates all needed electrical components into a common area below the seat for easy accessibility.

## Wheels

Black high-strength alloy rims by D.I.D with laser engraved logos are coupled to CNC machined hubs using light-weight spokes and silver anodised aluminium nipples. The nipples incorporate an advanced design reducing the frequency of spoke checks and maintenance.

- ✚ Lightweight but strong and reliable construction - minimum unsprung weight



## Bodywork

The enduro range features bodywork which clearly showcases Husqvarna Motorcycles' progressive approach to offroad motorcycles while striking dark blue and electric yellow graphics stylishly adorn the Swedish inspired design. The ergonomics are specifically tailored to deliver great comfort and control. As a result of extensive testing, the slim contact points make shifting between riding positions easier and allow the rider to flow with movement.

The flat seat profile, together with the seat cover texture, deliver superior comfort and control in all conditions.

- + Progressive bodywork - distinctive looks, modern design and graphics
- + Ergonomics - confidence-inspiring riding position in all riding situations
- + Seat - flat seat profile for exceptional comfort and control in all conditions

## Tyres

The enduro range features Metzeler 6 Days Extreme tyres. The FIM approved tyres offer advanced grip in a wide variety of different terrain.

- + Metzeler 6 Days Extreme tyres - advanced grip in all conditions

## Fuel tank

The 8.5-litre polythene fuel tanks incorporate a quick release filler cap and an integrated fuel pump. The fuel pump features internal line routing directly from the pump to the flange for optimal fuel flow. Additionally, the external fuel line is specifically positioned to make it less exposed and susceptible to damage. A fuel level sensor is incorporated on all models.

## Airbox and tool-less air filter access

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

- + Airbox - maximum air flow and filter protection
- + Filter mounting system - safe and accurate protection against dirt
- + Tool-less filter access- easy and fast maintenance





Technical information  
by model 2-strokes

## TE 150i

Harnessing the ethos of a lightweight and nimble 2-stroke character, the TE 150i features the latest 2-stroke fuel injection technology, giving it all the convenience of modern 4-strokes at a fraction of the weight. The TE 150i is fitted with an electric starter as standard for easy starting in challenging situations. Additionally, the chassis offers precise flex characteristics, and in combination with WP suspension offers advanced handling characteristics and comfort in the most challenging conditions.



## Engine

Using the latest 2-stroke fuel injection technology, the TE 150i has all the convenience of modern 4-strokes eliminating the need to premix fuel or adjust jetting at different altitudes. The engine uses specific shaft arrangements designed to harness the rotating mass of the engine in the ideal centre of gravity. The lightweight and compact engine provides a powerful enduro specific power delivery while maintaining the inherent low-cost maintenance of a 2-stroke.

- + Latest generation 2-stroke - fuel injection, powerful, light and compact
- + Mass-centralisation - significant benefits in handling and manoeuvrability



## Cylinder and piston

The cylinder has a 58 mm bore, which features an innovative power valve design that delivers controllable power throughout the RPM range. The piston is designed to perfectly match the optimised combustion chamber contour delivering the highest level of 2-stroke performance.

Additionally, the cylinder features two inlet positions located on the transfer ports at the rear of the cylinder where a pair of fuel injectors are mounted. The injectors deliver the fuel downwards into the transfer port, which guarantees excellent atomisation with the air travelling upward to the combustion chamber. This ensures a more efficient combustion resulting in reduced fuel consumption and emissions.

- + Cylinder and piston - optimal combustion chamber contour
- + Fuel injection - increased efficiency and reduced emissions



## Crankshaft

With a 54.5 mm stroke, the crankshaft is perfectly balanced to reduce vibrations. The weighted flywheel attached to the crankshaft provides abundant torque and controllable enduro specific power while the larger alternator provides all the power needed for the EFI system.

- + Light-weight crankshaft - very little vibration
- + Larger alternator - ample electrical power to power EFI system

## Crankcases

The crankcases are manufactured using a high-pressure die-cast production processes resulting in a thin wall thickness and minimal weight. To centralise mass, the layout features a shaft arrangement precisely positioned to harness rotating masses at the ideal centre of gravity. The reed block features optimised carbon reeds for improved sealing.

- + High-pressure die-cast production process - thin walls resulting in low weight
- + Shaft arrangement - ideal mass centralisation



## Oil tank and pump

The TE 150i features an electronic oil pump, which feeds vital 2-stroke oil into the engine to keep it lubricated. The pump is located just below the oil tank and feeds the oil via the throttle body meaning the oil is not mixed with the fuel, eliminating the need for premixing as on traditional 2-stroke engines. The pump is controlled by the EMS and delivers the optimal amount of oil according to the current RPM and engine load. This reduces waste as well as excessive smoke being transmitted from the exhaust.

The oil tank is located beneath the fuel tank and is connected to a filler hose, which runs through the upper member of the frame to a filler cap conveniently located for easy refills. The tank capacity is 0.7 litre and is fitted with a sensor which illuminates a warning visible to the rider when the oil needs to be refilled.

- + Oil pump and tank - convenient solution, eliminates premix

## DS clutch

The TE 150i features a DS (Diaphragm Steel) clutch. The exclusive characteristics of this system include a single diaphragm steel pressure plate instead of traditional coil springs. The clutch basket is a single-piece CNC machined steel component that allows the use of thin steel liners and contributes to the compact design of the engine.

- + DS clutch - excellent action and durability



### **Gearbox**

The TE 150i is fitted with a Pankl 6-speed wide range gearbox. The enduro specific ratios are tailored to the 150 cc power delivery while an innovative gear lever reduces dirt build up ensuring perfect operation in all conditions.

- + Pankl 6-speed gearbox - specific enduro gearing
- + Innovative gear lever - prevents dirt build up ensuring precise control

### **Benefits**

- + Continuous 2-stroke development offering maximum performance and low running costs
- + Low weight and agile handling
- + Hydraulic clutch
- + High-quality standard components

# Technical details | engine and chassis



## TE 150i

<b>Engine type</b>	Single cylinder, 2-stroke
<b>Displacement</b>	143.99 cc
<b>Bore/stroke</b>	58/54.5 mm
<b>Compression ratio</b>	-
<b>Starter/battery</b>	E-starter / Kick-starter system / 12V 2.2 Ah
<b>Transmission</b>	6 gears
<b>Fuel system</b>	TPI, Dellorto throttle body Ø 39 mm
<b>Control</b>	Exhaust control TVC
<b>Lubrication</b>	Electronically regulated oil injection
<b>Gear ratios</b>	12:33 15:31 17:28 19:26 21:25 20:20
<b>Primary ratio</b>	23:73
<b>Final drive</b>	13:48 (13:50)
<b>Cooling</b>	Liquid cooling
<b>Clutch</b>	DS wet multi-disc clutch, MAGURA hydraulics
<b>Ignition</b>	Continental EMS

<b>Frame</b>	Central double-cradle-type 25CrMo4
<b>Subframe</b>	Carbon fibre reinforced polyamide
<b>Handlebar</b>	ProTaper, Aluminium Ø 28/22 mm
<b>Front suspension</b>	WP USD XPLOR 48
<b>Rear suspension</b>	WP XACT-Monoshock with linkage
<b>Suspension travel front/rear</b>	300/300 mm
<b>Front/rear brakes</b>	Disc brake Ø 260/220 mm
<b>Front/rear rims</b>	1.60 x 21"; 2.15 x 18" DID
<b>Front/rear tires</b>	90/90-21"; 140/80-18"
<b>Chain</b>	X-Ring 5/8x1/4"
<b>Silencer</b>	Aluminium
<b>Steering head angle</b>	63.5°
<b>Triple clamp offset</b>	22 mm
<b>Wheel base</b>	1,487±10 mm
<b>Ground clearance</b>	360 mm
<b>Seat height</b>	950 mm
<b>Tank capacity, approx.</b>	8.5 l
<b>Weight (without fuel, approx.)</b>	99.6 kg

## TE 250i | TE 300i

The TE 250i and TE 300i incorporate the perfect balance between usable 2-stroke power and nimble lightweight handling and feature revolutionary 2-stroke electronic fuel injection. This new-age technology redefines 2-stroke competition motorcycles cementing their position in the enduro segment for the foreseeable future. Both the TE 250i and TE 300i add convenience and simplicity, doing away with premixed fuel and jetting changes of the past. It delivers efficiency and low emissions while retaining the simple character and inexpensive ownership of a 2-stroke.



## Engine

The 250 cc and 300 cc 2-stroke engines have long been the best combination of unsurpassed power and light-weight construction. The simplicity and low maintenance cost of the 2-stroke motor has made it a favourite amongst enduro riders for generations. Both the TE 250i and TE 300i feature an innovative electronic fuel injection system. This comprises of a set of fuel injectors positioned at the transfer ports, which deliver the ideal amount of fuel to the engine in all conditions. This not only reduces fuel consumption and emissions but also provides a clean and smooth power delivery giving the loved 2-stroke the edge.

Additionally, the 250 cc and 300 cc engines have an advanced construction featuring shaft arrangements precisely positioned for greater mass centralisation, a counter balancer shaft to reduce vibration, a twin valve-controlled power valve and 6-speed enduro gearbox.



## Cylinder

The 66.4 mm bore cylinder (72 mm on TE 300i) features a twin valve-controlled power valve system, which delivers smooth and controlled power throughout the RPM range.

Optimal exhaust port timing is achieved with the combination of a state-of-the-art, adjustable power valve drive and machined port window.

Additionally, the cylinder features two inlet positions located on the transfer ports at the rear of the cylinder, where a pair of fuel injectors are mounted. The injectors deliver the fuel downwards into the transfer port, which guarantees excellent atomisation with the air travelling upward to the combustion chamber. This ensures a more efficient combustion resulting in reduced fuel consumption and emissions

- + Dual fuel injectors - excellent atomisation, reduced fuel consumption
- + Power valve - machined port window



## Piston

The lightweight piston is perfectly matched to the cylinder and transmits minimal oscillating mass ensuring high levels of reliability and performance.

- + Piston - fits perfectly to cylinder and combustion chamber

## Engine casings

The TE 250i and TE 300i engines are designed to improve mass centralisation. As a result, the lightweight, die-cast engine casings are developed to accommodate the shaft arrangements in the ideal position, centralising oscillating mass and improving rideability. Also, the counter balancer shaft is integrated in a very compact manner having little effect on the overall design.

Additionally, the water pump casing is designed for effective cooling by optimising the flow of coolant.

- + Die-cast engine casings - mass centralisation, optimal handling
- + Water pump casing - optimal flow of coolant for effective cooling

## Counter balancer shaft

The engine houses a laterally mounted counter balancer shaft. The balancer significantly reduces vibration resulting in a smoother and more comfortable ride.

- + Counter balancer shaft - significantly reduced vibration

## Crankshaft

The crankshaft features a 72 mm stroke and is balanced in conjunction with the counter balancer shaft for minimum vibration. By incorporating a heavier ignition rotor, the crankshaft produces more inertia than its motocross counterpart, which improves control in the lower RPM range.

## Gearbox

A 6-speed Pankl gearbox features enduro specific ratios while an innovative shift lever reduces dirt build up guaranteeing easy operation in all conditions.

- + 6-speed gearbox - enduro specific ratios
- + Gear lever - prevents dirt build up and blockage

## DDS clutch

The TE 250i and TE 300i feature a DDS (Damped Diaphragm Steel) clutch. What this means is the clutch uses a single diaphragm spring instead of the more common coil spring design resulting in a much lighter clutch action. This design also incorporates a damping system, which increases both traction and durability. Additionally, the light and robust basket and inner hub guarantee optimal oil supply and cooling to the clutch.

Combined with the MAGURA hydraulic system guarantees a light and smooth clutch feeling which is almost maintenance and adjustment free.

- + DDS clutch - light action with integrated damping system, increased traction and reliability
- + MAGURA hydraulic system - light and smooth clutch action, almost maintenance free

## Oil tank and pump

The TE 250i TE 300i features an electronic oil pump, which feeds vital 2-stroke oil into the engine to keep it lubricated. The pump is located just below the oil tank and feeds the oil via the throttle body meaning the oil is not mixed with the fuel eliminating the need for premixing as on traditional 2-stroke engines. The pump is controlled by the EMS and delivers the optimal amount of oil according to the current RPM and engine load. This reduces waste as well as excessive smoke being transmitted from the exhaust.

The oil tank is located beneath the fuel tank and is connected to a filler hose, which runs through the upper member of the frame to a filler cap conveniently located for easy refills. The tank capacity is 0.7 litre and is fitted with a sensor, which illuminates a warning lamp visible to the rider when the oil needs to be refilled.

✚ Oil pump and tank - convenient solution, eliminates premix

## Benefits

- ✚ State of the art 2-stroke technology
- ✚ Reduced fuel consumption
- ✚ No premix needed
- ✚ Smooth and clean power delivery
- ✚ Low maintenance costs
- ✚ Hydraulic clutch
- ✚ Excellent handling and agility



# Technical details | engine



## TE 250i

Engine type	Single cylinder, 2-stroke
Displacement	249 cc
Bore/stroke	66.4/72 mm
Compression ratio	-
Starter/battery	Electric starter system / 12V 2.2 Ah
Transmission	6 gears
Fuel system	TPI, Dellorto throttle body Ø 39 mm
Control	Exhaust control TVC
Lubrication	Electronically regulated oil injection
Gear ratios	14:32 16:26 20:25 22:23 25:22 26:20
Primary ratio	26:73
Final drive	14:50 (13:50)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Continental EMS



## TE 300i

Engine type	Single cylinder, 2-stroke
Displacement	293.2 cc
Bore/stroke	72/72 mm
Compression ratio	-
Starter/battery	Electric starter system / 12V 2.2 Ah
Transmission	6 gears
Fuel system	TPI, Dellorto throttle body Ø 39 mm
Control	Exhaust control TVC
Lubrication	Electronically regulated oil injection
Gear ratios	14:32 16:26 20:25 22:23 25:22 26:20
Primary ratio	26:73
Final drive	14:50 (13:50)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Continental EMS

# Technical details | chassis

<b>Frame</b>
<b>Subframe</b>
<b>Handlebar</b>
<b>Front suspension</b>
<b>Rear suspension</b>
<b>Suspension travel front/rear</b>
<b>Front/rear brakes</b>
<b>Front/rear rims</b>
<b>Front/rear tires</b>
<b>Chain</b>
<b>Silencer</b>
<b>Steering head angle</b>
<b>Triple clamp offset</b>
<b>Wheel base</b>
<b>Ground clearance</b>
<b>Seat height</b>
<b>Tank capacity, approx.</b>
<b>Weight (without fuel, approx.)</b>

## TE 250i

Central double-cradle-type 25CrMo4
Carbon fibre reinforced polyamide
ProTaper, Aluminium Ø 28/22 mm
WP-USD XPLORE 48
WP XACT-Monoshock with linkage
300/300 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
X-Ring 5/8x1/4"
Aluminium
63.5°
22 mm
1,487±10 mm
360 mm
950 mm
8.5 l
106.2 kg

## TE 300i

Central double-cradle-type 25CrMo4
Carbon fibre reinforced polyamide
ProTaper, Aluminium Ø 28/22 mm
WP-USD XPLORE 48
WP XACT-Monoshock with linkage
300/300 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
X-Ring 5/8x1/4"
Aluminium
63.5°
22 mm
1,487±10 mm
360 mm
950 mm
8.5 l
106.2 kg



Technical information  
by model 4-strokes

## FE 250 | FE 350

The FE 250 is the smallest capacity 4-stroke in the enduro line-up. The small capacity means it is very lightweight and shines in tough, technical terrain while delivering torquey and manageable 4-stroke performance. The FE 350 is known for its versatility in all types of terrain. With a lightweight chassis and ample performance, the FE 350 possesses a 450-rivalling power-to-weight ratio while keeping the light and agile feel of a 250. Combined with class leading WP suspension, selectable engine maps and MAGURA hydraulic clutch, the FE 250 and FE 350 feature an array of premium components for unsurpassed quality and reliability.



## Engine

The 250 cc and 350 cc engines are designed to be powerful, light and compact. All major components and shaft arrangements are carefully positioned to best suit the performance and handling characteristics of the overall package. As a result, the engine weighs only 27.9 kg while retaining its torquey nature making the FE 250 accessible for both professionals and amateurs. Sharing much of its architecture with the FE 250 engine, the FE 350 delivers a significant increase in power and torque giving its lightweight character 450-rivalling power.

- + Engine design - light and compact for optimised mass-centralisation
- + Powerful engine - accessible for all skill levels



## Counter balancer shaft

In order to counteract the rotational force of the crankshaft and reduce vibration, both models feature a multifunctional counter balancer shaft that also drives the water pump and timing chain.

- + Multifunctional counter balancer shaft - reduced vibrations, compact design

## Crankcases

The FE 250 and FE 350 engines are designed to be compact while centralising rotating masses. As a result, the crankcases are engineered to house the shaft arrangements at the ideal centre of gravity and now also integrate the oil supply to the main bearing. The casings are manufactured using a high-pressure die-cast production process and are further optimised to reduce weight while retaining exceptional reliability. The iconic Husqvarna logo adorns the bronze finished crankcase covers.

- + Crankcases - light and compact, mass-centralisation
- + High-pressure die-cast production process - reduced weight, while maintaining strength



## Cylinder and piston

Both FE 250 and FE 350 feature a forged bridged-box-type piston made by CP. The cylinder and piston are professionally engineered from high-strength aluminium resulting in outstanding performance and reliability. The compression ratio of 13.8:1 on the FE 250 and 13.5:1 on the FE 350, in combination with the state-of-the-art cylinder as well as cylinder head gasket, provides outstanding performance and reliability.

- + State-of-the-art cylinder and cylinder head gasket - optimal compression ratio and engine performance
- + Forged box-type - low weight, low oscillating mass

## Crankshaft

The plain big end bearing features two force-fitted bearing shells ensuring maximum reliability and durability, guaranteeing long service intervals of 135 hours.

- + Plain big end bearing with force-fitted bearing shells - 135-hour service interval

## Cylinder head

The cylinder head features advanced technology aimed at reducing weight and drag. As a result, the twin overhead camshafts rotate on a low friction surface while the four lightweight titanium valves (FE 250 - intake 32.5 mm, exhaust 26.5 mm, FE 350 36.3 mm intake and 29.1 mm exhaust) are actuated by finger followers using a DLC (Diamond Like Carbon) coating. This aids the engine to rev freely while maintaining smooth, efficient power throughout the RPM range.

- + Cylinder head - minimum drag for maximum performance
- + Finger followers with DLC coating - reduced friction, increased performance





## Gearbox

The 6-speed gearbox from Pankl Racing Systems uses specific wide-range enduro type gearing. Additionally, a gear sensor allows the EMS to tailor a specific engine character suited for each gear.

- + Pankl 6-speed gearbox - enduro specific ratios
- + No-dirt gear lever - prevents dirt build up for perfect control

## DDS clutch

The FE 250 and FE 350 feature a DDS (Dampened Diaphragm Steel) clutch. The exclusive characteristics of this system include a single diaphragm steel pressure plate instead of traditional coil springs making the clutch pull very light while also integrating a damping system for better traction and durability. The clutch basket is a single-piece CNC machined steel component that allows the use of thin steel liners and contributes to the compact design of the engine. The MAGURA hydraulic system ensures perfect action in all conditions.

- + DDS clutch - compact with better action and improved durability
- + MAGURA hydraulic system - perfect clutch action

## Benefits

- + Class leading performance and weight
- + Centralised mass for top-level handling and manoeuvrability
- + Advanced electronics for unsurpassed usability
- + Hydraulic clutch and reliable gearbox for precise and smooth shifting
- + Dependable electric start

# Technical details | engine



## FE 250

Engine type	Single cylinder, 4-stroke
Displacement	249.9 cc
Bore/stroke	78/52.3 mm
Compression ratio	13.8:1
Starter/battery	Electric starter / 12V 2.2 Ah
Transmission	6 gears
Fuel system	Keihin EFI, throttle body 42 mm
Control	4 V / DOHC with finger followers
Lubrication	Pressure lubrication with 2 oil pumps
Gear ratios	13:32 16:30 16:24 23:28 23:23 26:20
Primary ratio	24:73
Final drive	14:52 (13:52)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Keihin EMS



## FE 350

Engine type	Single cylinder, 4-stroke
Displacement	349.7 cc
Bore/stroke	88/57.5 mm
Compression ratio	13.5:1
Starter/battery	Electric starter / 12V 2.2 Ah
Transmission	6 gears
Fuel system	Keihin EFI, throttle body 42 mm
Control	4 V / DOHC with finger followers
Lubrication	Pressure lubrication with 2 oil pumps
Gear ratios	14:32 16:26 20:25 22:23 25:22 26:20
Primary ratio	24:73
Final drive	14:52 (13:52)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Keihin EMS

# Technical details | chassis

**Frame**  
**Subframe**  
**Handlebar**  
**Front suspension**  
**Rear suspension**  
**Suspension travel front/rear**  
**Front/rear brakes**  
**Front/rear rims**  
**Front/rear tires**  
**Chain**  
**Silencer**  
**Steering head angle**  
**Triple clamp offset**  
**Wheel base**  
**Ground clearance**  
**Seat height**  
**Tank capacity, approx.**  
**Weight (without fuel, approx.)**

## FE 250

Central double-cradle-type 25CrMo4  
 Carbon fibre reinforced polyamide  
 ProTaper, Aluminium Ø 28/22 mm  
 WP-USD XPLORE 48  
 WP XACT-Monoshock with linkage  
 300/300 mm  
 Disc brake Ø 260/220 mm  
 1.60 x 21"; 2.15 x 18" DID  
 90/90-21"; 140/80-18"  
 X-Ring 5/8x1/4"  
 Aluminium  
 63.5°  
 22 mm  
 1,487±10 mm  
 360 mm  
 950 mm  
 9.0 l  
 106.0 kg

## FE 350

Central double-cradle-type 25CrMo4  
 Carbon fibre reinforced polyamide  
 ProTaper, Aluminium Ø 28/22 mm  
 WP-USD XPLORE 48  
 WP XACT-Monoshock with linkage  
 300/300 mm  
 Disc brake Ø 260/220 mm  
 1.60 x 21"; 2.15 x 18" DID  
 90/90-21"; 140/80-18"  
 X-Ring 5/8x1/4"  
 Aluminium  
 63.5°  
 22 mm  
 1,487±10 mm  
 360 mm  
 950 mm  
 9.0 l  
 106.8 kg

## FE 450 | FE 501

The FE 450 and FE 501 feature class leading technology and premium components as standard. The chromium molybdenum frame is expertly crafted to offer the ideal flex while the powerful engine features shaft arrangements aimed at balancing mass centralisation and handling. Combined with traction control, WP suspension and the progressive rear linkage, the FE 450 holds no compromise in pure enduro performance and precision while the FE 501 is the most powerful model in Husqvarna Motorcycles' enduro range.



## Engine

Weighing only 29.2 kg (FE 450) and 29.4 kg (FE 501) the engines are not only light and compact but feature the latest technology available offering unequalled performance, rideability and reliability. Additionally, the engine is suited specifically for enduro type riding with a standard electric start, 6-speed wide ratio gearbox and an array of advanced electronic rider aids such as traction control and the handlebar map select switch, delivering accessibility on a variety of terrain and skill levels.

- ⊕ Engine - lightweight and compact
- ⊕ Class leading electronics - traction control, map select



## Counter balancer shaft

In order to counteract the rotational force of the crankshaft and reduce vibration, both the FE 450 and FE 501 engines use a multifunctional counter balancer shaft, which also drives the water pump.

- + Multifunctional counter balancer shaft - reduced vibrations, compact design

## Crankcases

The crankcases are designed to house the shaft arrangements and internals of the engine in the best possible position, centralising masses for a lightweight handling feel.

High-pressure die-cast production processes result in a thin but reliable wall thickness and keep weight to a minimum.

- + State-of-the-art design - mass-centralisation for lightweight handling
- + High pressure die-cast production process - thin walls for optimised weight, while maintaining strength



## Cylinder head

The SOHC cylinder head is incredibly compact and lightweight using a short profile with the camshaft located as close to the centre of gravity as possible, significantly improving handling and agility. The lightweight valves are actuated via a rocker arm and feature timing specifically designed to deliver precise levels of torque and throttle response. The diameter of the titanium intake valves is 40 mm, while on the steel exhaust valves 33 mm. Low-friction DLC coating on the rocker arm and shorter low-friction chain guides offer the optimum efficiency and reliability.

- + SOHC cylinder head - compact, low weight design, camshaft close to centre of gravity
- + DLC coating and low friction chain guides - low friction



## Cylinder and piston

The lightweight aluminium cylinder features a 95 mm bore and a lightweight König forged bridge-box-type piston perfectly matched to the high-compression combustion chamber. This combination produces very little oscillating mass, which significantly reduces vibration and increases rider comfort. The high compression ratio of 12.75:1 reduces vibration and engine knocking, further increasing rider control and comfort.

- + Lightweight aluminium cylinder - 95 mm bore
- + Lightweight forged bridged-box-type piston by König - high performance, reduced oscillating masses



## Crankshaft

A plain big end bearing comprising of two force-fitted bearing shells and ensure maximum reliability and durability, guaranteeing long service intervals of 135 hours.

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

## Gearbox

The lightweight 6-speed gearbox ensures smooth and precise shifting thanks to a low friction coating on the shifting fork. The gear lever features a design that prevents dirt build-up and keeps the lever tip in its original position even in the toughest conditions while a gear sensor allows for specific engine maps in each gear.

- + 6-speed gearbox - lightweight
- + Fork coating - smooth and precise shifting
- + Gear sensor - specific engine maps for each gear

## DDS clutch

The FE 450 and FE 501 feature a DDS (Dampened Diaphragm Steel) clutch. The exclusive characteristics of this system include a single diaphragm steel pressure plate instead of traditional coil springs making the clutch pull very light while the integrated damping system improves traction and durability. The clutch basket is a single-piece CNC machined steel component that allows the use of thin steel liners and contributes to the compact design of the engine. The MAGURA hydraulic system ensures perfect action in all conditions.

- + DDS clutch - compact with better action and improved durability
- + MAGURA hydraulic system - perfect clutch action

## Benefits

- + Most powerful Husqvarna enduro engine available
- + Intuitive and confidence-inspiring riding experience
- + Advanced electronics include traction control and adjustable engine maps
- + Exclusive DDS clutch with MAGURA hydraulics for smooth and light clutch action
- + Electric starter and compact Li-Ion battery



# Technical details | engine



## FE 450

Engine type	Single cylinder, 4-stroke
Displacement	449.9 cc
Bore/stroke	95/63.4 mm
Compression ratio	12.75:1
Starter/battery	Electric starter / 12V 2.2 Ah
Transmission	6 gears
Fuel system	Keihin EFI, throttle body 42 mm
Control	4 V / OHC with rocker levers
Lubrication	Pressure lubrication with 2 oil pumps
Gear ratios	14:36 17:32 19:28 22:26 23:24 26:21
Primary ratio	31:76
Final drive	14:52 (13:52)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Keihin EMS



## FE 501

Engine type	Single cylinder, 4-stroke
Displacement	510.9 cc
Bore/stroke	95/72 mm
Compression ratio	12.75:1
Starter / battery	Electric starter / 12V 2.2 Ah
Transmission	6 gears
Fuel system	Keihin EFI, throttle body 42 mm
Control	4 V / OHC with rocker levers
Lubrication	Pressure lubrication with 2 oil pumps
Gear ratios	14:36 17:32 19:28 22:26 23:24 26:21
Primary ratio	31:76
Final drive	14:50 (13:50)
Cooling	Liquid cooling
Clutch	DDS wet multi-disc clutch, MAGURA hydraulics
Ignition	Keihin EMS

# Technical details | chassis

<b>Frame</b>
<b>Subframe</b>
<b>Handlebar</b>
<b>Front suspension</b>
<b>Rear suspension</b>
<b>Suspension travel front/rear</b>
<b>Front/rear brakes</b>
<b>Front/rear rims</b>
<b>Front/rear tires</b>
<b>Chain</b>
<b>Silencer</b>
<b>Steering head angle</b>
<b>Triple clamp offset</b>
<b>Wheel base</b>
<b>Ground clearance</b>
<b>Seat height</b>
<b>Tank capacity, approx.</b>
<b>Weight (without fuel, approx.)</b>

## FE 450

Central double-cradle-type 25CrMo4
Carbon fibre reinforced polyamide
ProTaper, Aluminium Ø 28/22 mm
WP USD XPLORE 48
WP XACT-Monoshock with linkage
300/300 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
X-Ring 5/8x1/4"
Aluminium
63.5°
22 mm
1,487±10 mm
360 mm
950 mm
9.0 l
108.3 kg

## FE 501

Central double-cradle-type 25CrMo4
Carbon fibre reinforced polyamide
ProTaper, Aluminium Ø 28/22 mm
WP USD XPLORE 48
WP XACT-Monoshock with linkage
300/300 mm
Disc brake Ø 260/220 mm
1.60 x 21"; 2.15 x 18" DID
90/90-21"; 140/80-18"
X-Ring 5/8x1/4"
Aluminium
63.5°
22 mm
1,487±10 mm
360 mm
950 mm
9.0 l
108.4 kg



Apparel and Technical Accessories



## Apparel

Guaranteeing that riders are fully prepared for a thrilling ride on Husqvarna Motorcycles' TE and FE enduro models, the Functional Offroad Apparel Collection ensures innovative technical features and functional safety. Taking into account the unique challenges of offroad riding, all items are durable, deliver quality, high levels of comfort and protection from the elements.



### **Moto 9 Mips Gotland Helmet**

The Moto 9 Mips Gotland Helmet is packed full of protection related technology. Made exclusively for Husqvarna Motorcycles by BELL it mixes security, comfort and style and features integrated ventilation, a fully adjustable visor and a removeable, washable liner. The helmet is finished with a high-impact three-colour design.

### **Accuri Goggles**

Ensuring perfect vision, Accuri Goggles offer a seamless fit and maximum moisture transportation thanks to the three-layer, fleece topped face foam. Featuring a wide, super-grippy 45 mm silicon coated strap and an anti-fog, scratch resistant Lexan® lens they are packed full of innovation and made exclusively for Husqvarna Motorcycles by 100%.

### **Gotland Shirt blue and bronze**

Robust, lightweight and designed to ensure riders have complete freedom-of-movement on any ride, the Gotland Shirt features perforated ventilation zones and mesh panels for effective cooling, together with taped sleeve cuffs and foam padding on elbows. Available in either blue or bronze colours.



### **Gotland Vest**

The Gotland Vest is a versatile and functional body-only, softshell jacket that helps increase upper body warmth while also offering riders multiple options for carrying and storage. Featuring a large cargo pocket on the back side, on the front the vest has three secure pockets as well as a drink hose routing system.

### **Ridefit Gotland Gloves**

The Ridefit Gotland Gloves by 100% deliver optimum lever operation due to silicone printing on the fingertips, guaranteeing riders maintain complete control. Ensuring comfort, they feature Lycra® finger sidewalls and Neoprene cuffs together with an adjustable TPR Velcro wrist fastener for fast and sure closure.



## Technical Accessories

Designed to enhance the performance, set-up, look and protection of all TE and FE machines, Husqvarna Motorcycles' Technical Accessories feature an extensive collection of high-quality parts to fine-tune chassis, suspension, exhausts, engines, brakes and more. In addition, the range also includes luggage, sprockets, CNC-machined parts and tools to meet the highest standards in terms of quality and ease of fitment.

### Factory Triple Clamp / Steering Damper Kit

Pairing Husqvarna Motorcycles' new, adjustable factory triple clamp with a steering damper by category specialists Scotts Performance, the Factory Triple Clamp/Steering Damper Kit ensures dependable high-speed stability. Featuring a two-piece, top-and-bottom triple clamp set for optimised front fork action, the addition of the Scotts Performance steering damper boosts both confidence and lap times.

### FMF Factory 4.1 RCT Silencer

A true 'factory' part, the FMF Factory 4.1 RCT Silencer is used by Rockstar Energy Husqvarna Factory Racing and is designed to enhance performance and torque. Manufactured from high-grade titanium with a carbon silencer cap, the silencer also offers a significant weight saving and can be used in combination with either a standard header pipe or an FMF Megabomb.

### FMF Megabomb Header

Increasing power while reducing weight, the FMF Megabomb Header features premium machining and an optimally tuned manifold routing to match production engines. Delivering a tangible performance boost across the entire power curve, the FMF Megabomb Header also ensures optimal torque and contributes to noise reduction.

### Akrapovič "Slip-on Line"

Made from high grade titanium and offering a substantial weight saving, the Akrapovič "Slip-on Line" silencer is giving all TE and FE machines an uncompromising race look and significantly increases both engine torque and performance while complying with current FIM noise regulations. Manufactured to the highest standards, the slip-on part fits quickly and easily and features permanently welded brackets for increased durability.



## Seat

A complete, standard height seat unit that features a durable and grippy, wave surface, for all TE and FE machines. Perfectly allowing riders to move forwards and backwards while riding, the increased surface hold ensures reduced movement while seating for corners.

## LED Headlight

Featuring the latest LED technology, the all new LED Headlight is specifically developed for offroad riding in the most extreme night conditions. Exceptionally robust, it is installed in the standard Husqvarna headlight mask and offers an impressive 1.500 Lumen of light power.

## Skid Plate

Providing extreme protection thanks to its 3 mm thick, high-strength C-SMC material construction, Husqvarna Motorcycles' Skid Plate ensures highly effective frame and engine protection. Extremely light and fitting easily and directly to the frame, the Carbon Sheet Moulding Compound process and high-quality machining guarantee a truly tough and durable product.

## Brake Caliper Support with Brake Disc Guard

Built to protect rear brake discs from damage when used in the toughest, rocky terrain, the Brake Caliper Support with Brake Disc Guard is CNC machined from the highest quality aluminium to be strong and deliver peace of mind. Lighter than the standard brake caliper support, the blue anodised part also increases overall stiffness, which positively influences braking power and action.

## Side Bags Set

Quick and simple transportation of essential items is made easy with Husqvarna Motorcycles' Side Bags Set. Robust and waterproof with a roll-top closure system they ensure all-round usability and come with all needed parts for straight forward mounting.





Company, History  
and Motorsport

# Company

Husqvarna Motorcycles is flourishing globally – a revitalised brand with a rich heritage. Shaped by their unique and distinct origins, where only the purest and smartest solutions could endure the rugged Scandinavian landscape. Leading the way when it comes to forward-thinking innovation, today the European premium manufacturer offers motorcycles that set the benchmark for quality, aesthetics and high performance.

Currently enjoying notable success in both sales and global offroad competition, Husqvarna Motorcycles looks forward to a bright future. Changing perceptions of 2-stroke motorcycles with the introduction of fuel injection enduro models in MY18, more recently the brand took a first step into the exciting world of electric mobility with the introduction of the EE 5 mini electric motocross racer.

Husqvarna Motorcycles remains committed to fulfilling their progressive vision of street motorcycling. From their return to the street segment with the 701 Supermoto and 701 Enduro in 2015 to the introduction and subsequent expansion of the exciting Vitpilen and Svartpilen family, Husqvarna Motorcycles is now broadening their thrilling

street line-up with the Norden 901, a unique travel motorcycle that features a twin-cylinder engine, advanced rider ergonomics and high performance based on years of rally experience, in a distinct modern design.

Considered to be Europe's most technologically advanced motorcycle hub, Husqvarna Motorcycles' state-of-the-art manufacturing facilities in Mattighofen, Austria, are strategically located near their Research & Development departments, their motorsports building and their partners KTM Components GmbH and WP Suspension GmbH. Synergies between these key operations brings this pioneering vision to reality.

Throughout its 117-year-history, the brand has experienced several transformations. Under the ownership of PIERER Mobility AG, Husqvarna Motorcycles has enjoyed its most successful era to date, selling close to 200,000 motorcycles worldwide during the last six business years. Following this steep upward trajectory since 2013, the brand continues to focus on increased growth, reaching new markets and the continued development of a wider motorcycle range.

In addition to their legacy as a brand, Husqvarna Motorcycles' growth goes hand-in-hand with a long heritage of success in onroad (early years) and offroad competition. Using world-class competition to develop their products, Husqvarna Motorcycles strives for excellence with the global Rockstar Energy Husqvarna Factory Racing team. World championship titles, race victories and success across the globe all affirm their position as a dominant force in all offroad racing activities. Showcasing the ongoing commitment to consolidate the brand in the street segment, Husqvarna Motorcycles re-entered the Moto3™ World Championship in 2020.

Husqvarna Motorcycles' global business extends to Clothing and Accessories, which are distributed worldwide through an ever-increasing network of 18 subsidiaries and 50 high-profile importers.

# History

Ever since the brand's inception Husqvarna has continued to evolve. What started as a weapons factory advanced to produce household appliances before moving onto two-wheeled goods. Adding bicycles to their product range in 1896, the leap into motorcycle production happened in 1903. This bold step marked the beginning of a long and fruitful journey for Husqvarna Motorcycles. The brand forged an enviable reputation for their unrelenting spirit and commitment to premium products with state-of-the-art technology.

# Milestones

**1689** The birth of Husqvarna, at the King's command. Starting as a weapons factory, the brand evolved to produce sewing machines and kitchen appliances.

**1903** Husqvarna unveils its first motorcycle. The start of a legendary journey of more than 110-years of uninterrupted motorcycle production.

**1933** A first taste of racing success. Using a revolutionary 4-stroke engine design, Husqvarna's early road racers spawn a tradition of racing triumphs that endures for over 80 years.

**1953** The era of Moto. Husqvarna's easy-to-adapt single-cylinder road bikes are a perfect match for this new era of offroad motorcycling.

**1955** The birth of a motorcycling icon. The nimble Silverpilen - Silver Arrow, in Swedish – introduces technology that revolutionises the market.

# Milestones

**1959** Motocross Champions. Rolf Tibblin's 250cc Motocross European Championship marks the beginning of an era of success in international offroad competition.

**1960** Racing success transcends into production. Securing the 500cc Motocross World Championship with Bill Nillson, Husqvarna develops a championship-winning big-bore motocross machine.

**1963** A dominant force in competition. Entering their Golden Era in global offroad racing, Husqvarna riders have since earned 93 World Championship titles and counting.

**1977** Following the division of Husqvarna's production of sewing machines, chain saws and "white goods-appliances", one of Sweden's leading corporations, Electrolux, acquires the brand's motorcycle segment.

**1983** Introduced in 1983, the easy-handling 500cc single TE 510 becomes the forerunner for a new generation of 4-stroke competition motorcycles.

**1987** The move to Italy. Husqvarna's motorcycle division is acquired by Cagiva becoming part of MV Agusta S.p.A. All models are now produced in Varese, northern Italy.

**1988** Husqvarna engineers give birth to Husaberg. Remaining in Sweden, Husqvarna's core development team launch Husaberg.

**2007** Husqvarna's rich legacy in offroad attracts another European entity – BMW – who acquire the brand with ambitious plans to expand their offroad motorcycle range.

**2013** The start of the new era. Husaberg owner – KTM AG – acquire Husqvarna reuniting the two halves of the original Husqvarna brand at their headquarters in Mattighofen, Austria.

**2015** The bold step toward street motorcycling. Re-entering the street market with the 701 Supermoto and 701 Enduro machines, a year later Husqvarna Motorcycles presents the first models from their exciting new street range – the Vitpilen 401 and Svartpilen 401.

**2017** Forward-thinking innovation. Husqvarna Motorcycles changes perceptions about 2-stroke offroad motorcycles with the introduction of electronic fuel injection into their MY18 TE 250i and TE 300i models.

**2018** The tradition of rigorous development lives on. The brand continues to take vital steps towards fulfilling their progressive vision of street motorcycling with the introduction of the Vitpilen 701 and Svartpilen 701.

**2019** Ongoing development in terms of performance, technology and design is seen in the first-ever electric EE 5 minicycle as well as in all street and offroad models. As the 2019 highlight, Husqvarna Motorcycles introduces the Norden 901 Concept – a dynamic twin-cylinder machine that balances practical accessibility and comfort to suit the modern motorcyclist.

**2020** Husqvarna Motorcycles becomes available in India, South East Asia and Latin America, launching into these markets with a collection of 200 cc and 250 cc street motorcycles in a bid to bolster sales and further grow the brand.

# Motorsport

Motorsport is an integral part of Husqvarna's 117-year history and a driving factor in the continued development of its class-leading production motorcycles. Husqvarna Motorcycles remains resolute about achieving success at the highest levels of two-wheeled motorsport.

Introducing the global Rockstar Energy Husqvarna Factory Racing team in 2015, Husqvarna Motorcycles solidifies its position as a dominant force in all offroad racing activities. World Championship titles, race victories and success across the globe has all contributed to unforgettable motorsport triumphs.

Making history, Jason Anderson captured the AMA 450SX Championship in 2018, the brand's first SuperCross title since its inception in 1903. Strengthen Husqvarna Motorcycles' dominant position in the 250cc class throughout 2018, Zach Osborne defended his AMA 250SX East SuperCross crown, winning the title for a second consecutive year.

Spearheading Husqvarna Motorcycles' assault in FIM Motocross World Championship competition, Thomas Kjer Olsen secured the runner-up position in the 2019 MX2 World Championship standings. In the MXGP World Championship, FC 450 mounted Pauls Jonass and Arminas Jasikonis finished sixth and seventh respectively.

For Colton Haaker, the 2019 indoor enduro season was an extremely successful one. Claiming the FIM SuperEnduro Championship – the third FIM World Championship title in his illustrious career – Haaker also secured the 2019 AMA EnduroCross title.

Fielding a solid team in the World Enduro Super Series, Husqvarna Motorcycles saw Billy Bolt make history by becoming the first ever WESS champion in 2018. In 2020, bouncing back from injury in the best possible way, Billy showed what he is capable of and secured the FIM SuperEnduro World Championship title for the Rockstar Energy Husqvarna Factory Racing team. In addition, Graham Jarvis claimed an emphatic victory at the ErzbergRodeo, his fifth win at the iconic event.

FR 450 Rally mounted rider Pablo Quintanilla put in numerous hard-fought performances throughout 2019, ending the year on a high by winning the Atacama Rally and securing the runner-up position at the Rally du Maroc. Beginning 2020 with the Dakar Rally, two-time FIM Cross-Country Rallies World Champion Quintanilla secured a personal-best second place overall - this superb result also marked the greatest-ever result for Husqvarna Motorcycles at the world's toughest rally.

In 2020 Husqvarna Motorcycles returned to international road racing and the FIM Moto3™ World Championship. Entering two Husqvarna FR 250 GP machines, the Max Biaggi owned Max Racing Team will compete with Italian Romano Fenati and Spaniard Alonso Lopez.



**Husqvarna Motorcycles**  
**Australia and New Zealand**  
402 Hoxton Park Rd, Prestons NSW 2170  
[www.husqvarna-motorcycles.com](http://www.husqvarna-motorcycles.com)



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