

Husqvarna Motorcycles Motocross Model Year 2022

Media Information

Husqvarna Motorcycles' dedication to manufacturing true performance motorcycles continues into 2022 with a comprehensive line-up of 2-stroke and 4-stroke motocross machinery. Featuring the latest technology, class leading componentry and precise handling, all TC and FC models deliver superior riding experiences for beginners and established racers alike.

Improving the durability of all five models for MY22 is an all-new high-performance Brembo hydraulic clutch. The high-quality system is the result of extensive testing and delivers perfect action in all conditions, with even wear guaranteed for a near maintenance free operation.

With all machines equipped with the latest WP Suspension, on-track performance and agile handling is assured. The WP XACT forks with AER technology feature a mid-valve damping system that provides exceptional and consistent suspension performance across the roughest of terrain. Additionally, low-friction linkage seals ensure a refined suspension response from the WP XACT shock.

Completing the line-up is a Swedish inspired dark blue and white colour scheme, which delivers a striking new look for all models in the range, with the sharp styling creating a fresh, yet understated, appearance.

Technical Highlights:

- New high-performance Brembo hydraulic clutch system guarantees even wear, near maintenance-free operation and perfect action in every condition
- New Swedish inspired dark blue and white graphics stylishly adorn all models
- New friction bearing on the counter-balancer shaft for increased durability (FC 250 and FC 350)
- Progressive bodywork for optimal ergonomics
- Mid-valve damping system provides exceptional damping and consistent suspension performance from the WP XACT forks with AER technology
- The WP XACT shock features low-friction SKF linkage seals for refined suspension response and advanced damping characteristics
- Adjustable engine mapping, traction and launch control on all 4-stroke models
- Chromium-molybdenum steel frame featuring precisely engineered flex characteristics
- Innovative 2-piece composite subframe design
- CNC machined triple clamps
- Brembo brake calipers and high-performance discs combining superior stopping power with great control and confidence
- Roller actuated throttle assembly on 2-stroke models provides smoother throttle motion and improved durability
- Interchangeable airbox cover on FC models for optimised airflow
- Accessible Twin Air premium air filter for tool less maintenance standard on all Husqvarna Motocross models
- Seat cover texture provides exceptional comfort and grip in all conditions
- Electric start on FC models for easy starting with a lightweight Li-ion 2.0 Ah battery
- ProTaper handlebars

- Progressive throttle mechanism and ODI grips allow for adjustable throttle progression and easy grip mounting
- Laser engraved D.I.D. wheels
- Gearboxes produced by Pankl Racing Systems

Features and benefits: Chassis and engine

Frame

The hydro-formed, laser-cut and robot-welded frame is expertly crafted. Constructed with specifically calculated parameters of longitudinal and torsional flex, the frame provides exceptional rider feedback, energy absorption and straight-line stability. Additionally, the 4-stroke frame features brackets for mounting a skid plate, which is available in the Technical Accessories catalogue.

The frame is finished off with a premium blue powder coating and frame protectors as standard, guaranteeing superior protection and durability.

- Specifically engineered longitudinal rigidity → exceptional rider feedback, energy absorption and stability
- Durable finish with standard frame protectors

Composite carbon fibre subframe

The composite carbon fibre subframe is a design unique to Husqvarna Motorcycles showcasing 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 → weighing just over 1 kg
- Composite carbon fibre construction → lightweight and robust
- Specific rigidity → benefits handling and comfort

Swingarm

The hollow, cast aluminium swingarm is designed to offer optimal stiffness and reliability at the lowest possible weight. Chain adjustment markings are also visible from above to ensure accurate wheel alignment and precise chain tension.

- Optimal stiffness and reliability in a lightweight construction

WP XACT front fork with AER technology

The 48 mm split air fork features a capsulated air spring and pressurised oil chamber for progressive and consistent damping. The oil and air bypasses reduce pressure peaks and in combination with the midvalve damping system, the fork provides exceptional feedback and rider comfort. The setting is easily adjusted via the single air pressure pre-load valve, as well as through easy access click adjusters for compression and rebound. Additionally, the air pump needed to adjust the fork's air pressure is provided as standard.

- WP XACT front fork → 48 mm air type with split damping function
- Midvalve damping system → exceptional damping and consistent performance
- Capsulated air spring and pressurised oil chamber → progressive and consistent damping
- Easy access clicker dials → simple and fast setting changes

CNC machined triple clamps

The 22 mm offset CNC machined triple clamps feature an integrated rubber damping system that reduces vibration and increases rider comfort. The upper triple clamp is stiffer and works in harmony with the front forks, offering superior handling and stability. A three-way handlebar adjustment is standard and allows for customisable ergonomics.

Additionally, the front number board integrates a triple clamp protector, which covers the lower triple clamp to protect it from wear received from roost.

- Rubber damping on top clamp → reduced vibrations, increased comfort
- CNC machined aluminium → finest quality and reliability
- Stiffer upper triple clamp → superior handling and stability
- Adjustable handlebar position → customisable ergonomics

WP XACT rear shock

With the low-friction SKF linkage seals, the WP XACT rear shock provides advanced damping characteristics for unsurpassed traction and energy absorption. A pressure balance inside the shock ensures consistent damping, resulting in superior rider comfort and feeling. The shock is fully adjustable and matched to a linkage system with a specific geometry to deliver the greatest possible traction and absorption. The rear wheel travel is 300 mm.

- Low-friction SKF linkage seals → refined rear shock response for advanced damping characteristics
- Lightweight and compact → keeping to the lightweight and compact design of the motorcycle
- Pressure balance → consistent damping

Brembo hydraulic clutch

The new high-performance Brembo hydraulic clutch system guarantees even wear, near maintenance-free operation and perfect action in every condition. Clutch free play is constantly compensated so that the pressure point and function of the clutch remains identical in cold or hot conditions, as well as over time. Countless hours of race focused testing have proven the high-quality, Italian-made, Brembo hydraulic system's exceptional reliability.

- New Brembo hydraulic clutch system → perfect action and outstanding reliability in all conditions

Brakes

The highest level of quality is guaranteed with class leading Brembo calipers and controls. The 260 mm front and 220 mm solid rear discs deliver superior stopping power instilling confidence in any condition.

- Brembo brake calipers and high-performance discs → superior stopping power with greater control

ProTaper handlebar

The ProTaper handlebar is second to none for function and style. Manufactured to exacting standards, the handlebar features class-leading fatigue resistance at a minimal weight. The handlebar bend further increases comfort with an optimal pressure point on the rider's hands.

- ProTaper handlebar → class-leading function and style
- Husqvarna bend → optimal comfort

Grips and throttle assembly

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

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

Map switch, traction & launch control

Designed for easy operation, the standard map switch on all 4-stroke models can engage launch control, select between two engine maps and activate the traction control feature.

With the engine at idle, launch control is engaged by pressing both the TC and MAP buttons simultaneously for about 2 seconds.

The LED lamp will then blink continuously meaning the system is engaged. This function limits the amount of power to the rear wheel, improving traction and preventing loss of control under hard acceleration.

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

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. This is a distinct advantage in wet or muddy conditions.

- Traction control → optimal traction in all conditions

Engine management system (EMS)

The Keihin EMS is specifically designed to be smaller, lighter and faster at processing data. It integrates launch control for perfect starts, selectable engine maps via the switch on the handlebar as well as traction control. Combined with the 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

44 mm throttle body

The 4-stroke range features a 44 mm Keihin throttle body. The injector is positioned to deliver the most efficient flow of fuel and air into the combustion chamber and for immediate throttle response, the throttle cable is mounted directly without a linkage.

- Throttle body → 44 mm, injector positioned for optimal flow, more immediate throttle response thanks to direct cable mounting

Exhaust system

Tailored specifically for each model using an innovative 3D design process, the 2-stroke header pipes offer optimal geometry, performance and ground clearance, making them less susceptible to damage. The 2-stroke silencers also feature an aluminium mounting bracket and advanced internal construction for excellent noise damping and weight saving.

The 4-stroke exhaust systems are expertly designed to deliver leading performance at the lowest possible weight. The header pipe features a flow designed resonance chamber that is integrated into the header pipe. The header pipe is designed and manufactured in two pieces, to be as compact as possible with the joining position allowing it to be removed without needing to remove 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 in a black coating to highlight its premium quality.

- Compact exhausts → lightweight, optimal performance
- Optimal header joining position on 4-stroke → easier removal

Electric start and Li-Ion battery

Along with the benefit of an easy electric starting system, a Li-Ion 2.0 Ah battery is fitted to the 4-stroke range. The Li-Ion battery weighs approximately 1 kg less than a conventional lead battery meaning the convenience of electric starting is delivered while keeping overall weight to a minimum.

- Electric starter → easy starting
- Li-Ion battery → lightweight, 1 kg lighter than a conventional battery

Integrated cooling system and radiators

The radiators are expertly crafted using high strength aluminium. Computational Fluid Dynamics (CFD) technology is used to channel air through the radiators more efficiently and provide optimal cooling in any condition. The cooling system is designed to channel coolant through the frame, eliminating the need for additional hoses. A large centre tube runs through the frame and reduces the pressure at this point in the system to ensure a more consistent coolant flow.

Additionally, the radiators are mounted close to the centre of gravity for improved handling while smart radiator louvres protect from roost and feature an integrated brace to provide protection from impacts.

- Integrated cooling → maximum efficiency in minimum space
- WP radiators → efficient for optimal cooling
- Large central tube → consistent coolant flow

Fuel tank

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

- 7-litre polythene fuel tanks → large capacity for extended running times
- Internal fuel line routing → improved flow and reliability

Airbox and tool-less Twin Air air filter access

The airbox is designed with precisely positioned inlet ducts to prevent air deformation and ensure maximum airflow while protecting the air filter from dirt. The air filter is easily accessed, without tools,

by removing the left side panel. Easy maintenance is guaranteed by the Twin Air filter and filter cage design that features a simple, fail proof mounting system for safe and accurate filter installation.

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

Wheels

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

- Lightweight but strong and reliable construction → minimal unsprung weight

Tyres

Dunlop MX33 Motocross tyres that feature the proven “block-within-a-block” design for more progressive cornering and superior grip are fitted as standard.

- Developed in top-level AMA Supercross and Motocross → enhanced handling, cornering and steering feel

Bodywork

The motocross range features bodywork that clearly showcases Husqvarna Motorcycles progressive approach to offroad motorcycles while the Swedish inspired dark blue and white graphics stylishly adorn all models. The ergonomics are specifically tailored to deliver great comfort and control, enabling riders to perform at the highest level for extended periods of time. As a result of extensive testing, the slim contact points make movement between riding positions incredibly seamless. The flat profile of the seat, combined with a high grip cover, delivers superior comfort and control in all conditions.

- Progressive bodywork → distinctive looks with Swedish inspired graphics
- Ergonomics → confidence-inspiring riding position in all riding situations
- Seat → flat seat profile and high grip seat cover texture for exceptional comfort and control in all conditions

Technical information by model

FC 250

Engine

All major components and shaft arrangements are carefully designed and positioned to provide the best possible performance and handling characteristics. The 250 cc engine is not only remarkably light at 26.1 kg, but also incredibly powerful with an overall power output of 46 hp.

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

Cylinder head

The DOHC cylinder head features finger followers with a Diamond Like Carbon (DLC) coating resulting in minimal friction and optimal performance. These actuate large titanium valves (32.5 mm intake, 26.5 mm exhaust) which allow the engine to rev freely and reach its 14,000-rpm rev-limit while creating optimal and controllable power.

- Large titanium valves (32.5 mm intake, 26.5 mm exhaust) → optimal gas flow
- Finger followers with DLC coating → reduced friction, better performance

Cylinder and piston

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

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

Crankshaft

The crankshaft is designed to offer the best possible performance while being placed in the perfect position to centralise oscillating masses for optimal handling. The plain big end bearing features two force-fitted bearing shells to ensure maximum reliability and guarantees long service intervals of 100 hours. A new counter-balancer shaft friction bearing increases durability.

- Plain big end bearing with force-fitted bearing shells → increased reliability and service intervals
- New counter-balancer shaft friction bearing → increased durability

Crankcases

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

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

Gearbox

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

- 5-speed gearbox by Pankl Racing Systems → exceptional durability and smooth shifting
- Integrated gear sensor → specific engine maps for each gear

DS clutch

The FC 250 features a Diaphragm Steel (DS) 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 → lightweight with consistent action and exceptional durability

FC 350

Engine

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

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

Cylinder head

The FC 350 features an advanced DOHC cylinder head layout meticulously engineered to deliver exceptional performance. The internals feature polished camshafts and DLC coated finger followers resulting in minimal friction and unsurpassed overall performance. Added to the design are larger titanium valves (36.3 mm intake and 29.1 mm exhaust) which allow the engine to rev freely up to the 13,400 rpm.

- Large titanium valves → 36.3 mm intake and 29.1 mm exhaust
- Polished camshafts, finger followers with DLC coating → minimal friction, improved performance

Cylinder and piston

The 88 mm bore and 57.5 mm stroke cylinder features a large diameter and lightweight forged bridged-box-type piston by CP. As a result, the relatively low oscillating masses deliver exceptional power, high revs and a very wide power band. The compression ratio is 14:2:1.

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

Crankshaft

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

- Plain big end bearing → increased durability and service intervals
- New counter-balancer shaft friction bearing → increased durability

Crankcases

The FC 350 features an engine design with mass-centralisation and weight reduction as the main goals. All the major components have been positioned to achieve the best possible centre of gravity. As a result, the motorcycle benefits from superb handling while ensuring a light and compact engine design

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

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

Gearbox

Produced by Pankl Racing Systems, the compact 5-speed gearbox features a low-friction coating on the shifting fork ensuring smooth and precise shifting. The gear lever is designed to prevent dirt build-up to ensure easy operation in the toughest conditions. An advanced gear sensor allows for specific engine maps in each gear.

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

DS clutch

The FC 350 features a Diaphragm Steel (DS) 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 → lightweight with consistent action and exceptional durability

FC 450

Engine

The SOHC engine is the perfect example of the advanced engineering techniques used by Husqvarna Motorcycles and offers a peak power of 63 hp with an overall weight of just 27.3 kg. Mass-centralisation is key in the engine design, enabling chassis engineers to position the engine closer to the centre of gravity for greatly improved handling and manoeuvrability.

- Mass-centralisation → improved handling and reliability
- Performance → 63 hp and only 27.3 kg

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 intake valves is 40 mm, while the exhaust valves are 33 mm. Low-friction DLC coating on the rocker arm and low-friction chain guides offer the optimum efficiency and reliability.

- SOHC cylinder head → compact design, camshaft close to centre of gravity
- DLC coating & low friction chain guides → low friction
- New breather separator → improved oil separation to reduce overflow

Cylinder and piston

The lightweight aluminium cylinder is an engineering masterpiece. Featuring a 95 mm bore and a CP bridged-box-type piston which weighs only 320 grams. The compression ratio is 12.75:1 for an impressive peak power output of 63 hp.

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

Crankshaft

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

- Crankshaft position → ideal centre of gravity, improved handling

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

Crankcases

The crankcases are designed to house the shaft arrangements and internals of the engine in the position that offers the best possible handling. Additionally, the position of the clutch shaft keeps the clutch above the oil level resulting in decreased friction and increased efficiency.

High-pressure die cast production processes keep the overall weight to a minimum, resulting in thin wall thickness while retaining reliability.

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

Gearbox

The lightweight 5-speed gearbox is produced by Pankl Racing Systems ensuring the highest level of durability and reliability. The gear lever features a design that prevents dirt build-up and keeps the lever tip in its original position even in the toughest conditions. An advanced gear sensor selects a specific engine map tailored for each gear.

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

DDS clutch

The FC 450 features a Dampened Diaphragm Steel (DDS) clutch. The exclusive characteristics of this system include a single diaphragm steel pressure plate instead of traditional coil springs. It integrates 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.

- DDS clutch → lightweight with consistent action and exceptional durability

TC 125

Engine

With 40 hp, and an overall weight of just 17.2 kg, the TC 125 motor is at the pinnacle of performance in the competitive 125 cc class. The lightweight engine is designed to provide more torque than current 125 cc 2-stroke engines making the TC 125 easier to ride for both beginners and experienced racers. The TC 125 engine is designed to centralise rotating mass for optimal operation with the chassis resulting in a light and agile handling feel. Additionally, the roller actuated throttle assembly delivers a smooth motion when opening the throttle.

- Roller actuated throttle assembly → smooth throttle motion and exceptional durability
- Pinnacle of performance → 40 hp at 17.2 kg
- Mass-centralisation → significant benefits in handling and manoeuvrability

Cylinder and piston

The cylinder features a 54 mm bore. An innovative power valve design controls the main and lateral exhaust ports and in combination with the machined finish on the upper contour of the exhaust port, accurate port timing is guaranteed to deliver unrivalled performance.

- Machined exhaust port → outstanding performance and controllability

Crankshaft

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

- Lightweight crankshaft → very little vibration

Crankcases

High-pressure die cast production processes create thin wall thicknesses for the crankcases and keeps the overall weight to a minimum. A durable kickstart intermediate gear provides exceptional starting reliability while the iconic Husqvarna logo adorns the bronze finished crankcase covers.

- High-pressure diecast production process → thin, lightweight walls, while maintaining strength
- Durable kickstart intermediate gear → exceptional starting performance

Carburettor

The TC 125 features a 38mm flat slide Mikuni TMX carburettor. The carburettor provides a smooth and controllable power delivery with optimal performance over the entire RPM range.

- 38 mm Mikuni carburettor → optimal power delivery and performance

Gearbox

The 6-speed gearbox is manufactured exclusively by Pankl Racing Systems ensuring the highest level of durability and reliability. The gearbox features specific motocross gearing while the gear lever features an innovative tip design that prevents dirt build-up.

- 6-speed gearbox → manufactured by Pankl Racing Systems

DS clutch

The TC 125 features a Diaphragm Steel (DS) 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 → lightweight with consistent action and exceptional durability

TC 250

Engine

The 250 cc 2-stroke engine delivers the best combination of unsurpassed power and lightweight construction. The simplicity and low maintenance cost of the 2-stroke motor has made it a favourite amongst motocross riders for generations. The TC 250 engine features the latest 2-stroke technology aimed at centralising rotating masses and reducing vibration while delivering the highest level of performance in its class. Additionally, the roller actuated throttle assembly delivers a smooth action when opening the throttle.

- Roller actuated throttle assembly → smooth throttle motion and exceptional durability

Cylinder

The 66.4 mm bore cylinder features an innovative power valve system that delivers a smooth and controlled power throughout the RPM range. The exhaust port features a machined finish for outstanding function and performance. The power delivery can be further customised by simply changing two springs supplied, altering the engine characteristics for different track conditions and rider preference.

- Cylinder and power valve → Smooth and controllable power delivery that can be customised
- Machined exhaust port → Outstanding function and performance

Crankcases

The TC 250 engine is designed with mass-centralisation as a key theme. As a result, the lightweight die cast engine casings are developed to house the shaft arrangements in the perfect position, centralising oscillating mass and improving rideability.

- Engine casings → shaft arrangements positioned for mass-centralisation

Counter balancer shaft

The TC 250 features a laterally mounted counter balancer shaft. This shaft significantly reduces vibrations resulting in a smoother and more comfortable ride with less rider fatigue.

- Counter balancer shaft → significantly reduced vibration

Carburettor

The TC 250 features a 38 mm flat slide Mikuni TMX carburettor. The carburettor provides a smooth and controllable power delivery with optimal performance over the entire RPM range.

- 38 mm Mikuni carburettor → optimal power delivery and performance

Gearbox

The TC 250 features a 5-speed gearbox with motocross specific ratios. Additionally, the no-dirt gear lever ensures precise and easy shifting even in the toughest of conditions.

- 5-speed gearbox → precise and easy shifting
- No-dirt gear lever → prevents dirt build up and blockage

Clutch

The TC 250 features a Damped Diaphragm Steel (DDS) clutch. Using a diaphragm spring instead of the more common coil spring design creates a much lighter clutch action. This design also allows for a damping system that increases both traction and durability.

- DDS clutch → light action with integrated damping system, increased traction and reliability

Functional Offroad Apparel Collection 2021

Moto 9 Flex Railed Helmet

The Moto 9 Flex Railed Helmet is a premium offroad helmet with multiple safety features to ensure maximum protection. Beneath the lightweight, carbon composite shell, a three-layer impact liner is designed to absorb low, mid, and high energy impacts while flexing to offer a more personalised fit. Effective cooling is assured with the velocity flow ventilation system, which channels cool air into the front of the helmet, with hot air drawn quickly from the back. Made exclusively for Husqvarna Motorcycles by Bell.

Railed Shirts

Available in three fade free sublimated prints, Railed Shirts are designed with racers in mind. Offering unrestricted movement, they are constructed with strategically placed mesh panels and perforated zones for optimised airflow to keep you cool in the heat of the battle.

Railed Pants

The Railed Pants are premium motocross pants loaded with the latest in riding gear technology. Perfectly complementing our Railed Shirts, the Railed Pants are ultra-lightweight with reinforced abrasion-resistant leather knees to increase longevity and provide added protection from the exhaust. Perforated ventilation zones create efficient cooling.

Crossfire 3 SRS Boots

Combining protection with style, the high-quality Crossfire 3 SRS Boots are made exclusively for Husqvarna Motorcycles by leading Italian boot brand, SIDI. A fully adjustable calf area and micro adjustable buckles ensures a personalised fit for exceptional comfort and control.

Technical Accessories

Factory Racing Triple Clamp

Precise engineering methods are used to create the Factory Racing Triple Clamp, which results in a smoother front suspension action, enhanced front wheel stability, and improved overall handling. The blue anodised surface ensures a factory race team inspired look.

FMF Megabomb Header and FMF Factory 4.1 RCT Silencer

Combine the FMF Megabomb Header and FMF Factory 4.1 RCT Silencer to experience the ultimate in bolt-on power and torque. The header pipe is manufactured from stainless steel for exceptional strength while the silencer is manufactured from high-grade, ultra-lightweight titanium for reduced overall weight. This competition focused exhaust system is available for all FC models.

Factory Start Device

Get the jump on the competition with the Factory Start Device. Made from high-strength aluminium for a precise fitment, perfect starts are guaranteed.

Seat

Superior grip for ultimate control in all conditions. The resistant coating features a wave design for enhanced traction while allowing complete freedom of movement for the rider. Retaining the standard seat height ensures a fast and effective upgrade with no changes to the motorcycle's ergonomics.

Factory Rear Wheel 2.15x18" and Factory Front Rear 1.6x21"

For superior strength, the hubs used on the Factory Wheels are machined from individual pieces of aluminium and anodised blue for a race team inspired look. The hubs are then connected to black D.I.D. DirtStar rims to improve stability in all conditions and reduce the overall weight.