



2012

100%  
**HUSABILITY**

ENDURANCE

100%  
NEW TE 125

**HUSABERG**

ENDURANCE • HUSABILITY •



FE 390  
FE 450  
FE 570  
TE 125  
TE 250  
TE 300

#### ■ BRAND POSITIONING / CORE VALUES:

##### 100% ENDURO

In Model Year 2012 Husaberg clearly focuses on its core competence again - Enduro. From the very beginning back in 1988, when a couple of Swedish Enduro enthusiasts decided to develop and build a radically new Enduro machine, which then became known as the first Husaberg, up until today Enduro was always the brand's inner core. Be it in terms of sales or in terms of racing success, the FE and TE Enduro bikes have always been the brand's most valuable assets and therefore the decision was taken to go "back to the roots" and become 100% Enduro again. By adding additional models Husaberg wants to open up access to the brand for even more Enduro enthusiasts. Focusing on the core Enduro models, complimenting better sourcing terms resulting from steadily growing sales volume during the last 3 years, enables Husaberg to now pass the cost benefit down to the potentially new Husaberg riders with more attractive retail prices for MY 2012.

##### RIDEABILITY

What counts in Enduro is neither maximum power nor the world's most rigid frame. In Enduro you don't know all the obstacles that lie ahead in advance, so the most important thing for an Enduro rider is to feel comfortable and confident aboard his bike, ready to take on whatever the day's route throws at him. All characteristics of a bike like good traction, smooth power delivery, easy handling and a responsive suspension which contribute to the rider's confidence make up what we call "rideability". Every time we develop or enhance a bike the main goal is to make it more "rideable" because maximum rideability means maximum fun, and this combination is what we even like to call "Husability".

##### COMPETITION

Husaberg has its roots in the racing world. It was founded by avid racers who developed race bikes. It's all about racing - that's why our products are purely racing machines for riders of all skill levels.

##### SWEDEN

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



2012

FE 390  
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#### FE 390

The Husaberg FE 390 is after only two years on the market already a household name in the Enduro community. It's the perfect compromise, in a good way. It has enough power for every riding situation and a very high level of traction, yet is not as demanding as a 450. It matches any 250 4-stroke in terms of easy handling, but with its way more bottom end power and torque and its smooth power delivery it is one step ahead in terms of overall rideability. These characteristics made the FE 390 the first choice among hobby riders and professionals alike. When it comes to the biggest European off-road series, the German Cross Country Championship, Husaberg's top contender Hans Vogels swears on the smoothness of the FE 390 which allows him to go flat out for the complete 2 hours of racing and still is able to challenge any opponent right till the very end.



#### FE 450

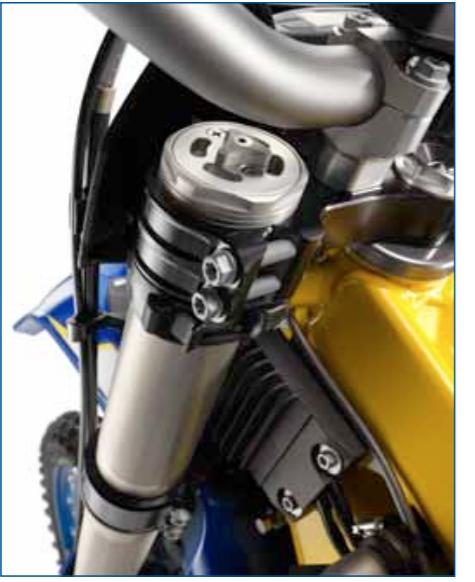
The powerful, yet very manageable enduro engine and the easy handling still make the FE 450 a winning combination in any form of competition. In EWC racing Pierre-Alexandre Renet is a regular podium finisher and a close contender for the world title aboard the FE 450. In comparison tests around the world against the big field of other 450cc Enduro bikes the FE 450 usually comes out on top as well. The reason? Its outstanding performance and rideability simply make off-road riding more fun for anyone.



#### FE 570

The Husaberg FE 570 is the last real big-bore Enduro bike on the market. It has masses of torque right from the very bottom, and taken up through the revs the power builds up like a storm. Nevertheless, it never threatens its rider but delivers any level of power in a very manageable way. The rideability and handling are comparable to much smaller bikes in terms of engine capacity. It is the perfect enduro bike for fast and flowing off-road tracks, gravel roads and serious rally racing.

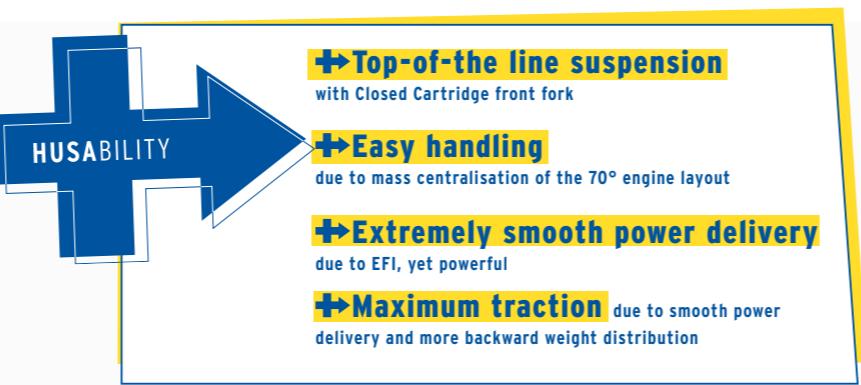


FE 350  
FE 450  
FE 570  
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TE 300**DETAIL INFORMATION CLOSED CARTRIDGE**

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

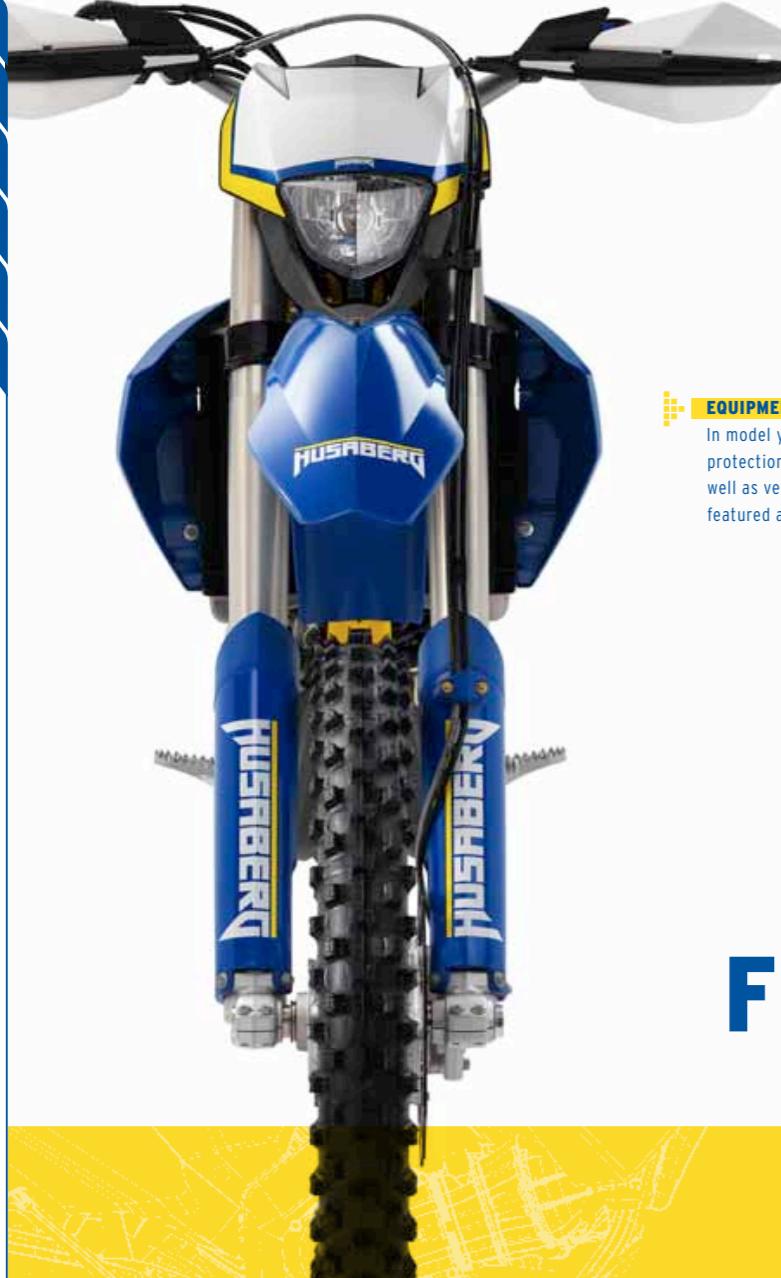
In case of a leaking seal ring the fork might lose oil, which means less progression due to the larger oil chamber, but the internal cartridge does still provide full damping. Due to the more sophisticated technology the Closed Cartridge forks are much more expensive than conventional ones, but they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

# 4STROKE THE CHASSIS

**FRAME**

The frame is made from chromium and offers a high longitudinal stiffness for excellent stability at high speeds and a good feel of the front wheel. The built-in flex supports the easy handling of the bike. In MY 2012 the frame also enhances the looks of the bikes by its bright yellow coating.

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FE 450  
FE 570  
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EQUIPMENT

In model year 2012 not only the engine protection but also frame protection as well as very stable MX handguards are featured as standard on all FE models.



THE LOOK

For model year 2012 the designers generated a fresh overall appearance for the Husaberg models by updating the graphics as well as plastics colours and the colour of the frame.



## FOUR-STROKE MODELS

# INNOVATIONS 2012

FE 390  
FE 450  
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# 4STROKE THE CHASSIS

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



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**TRIPLE CLAMPS** • All models come with machined triple clamps and for MY 2012 with an even lighter upper triple clamp which supports the front forks by even better clamping characteristics.



**PDS Shock** • The fully adjustable WP PDS shock absorber features not only adjustable rebound damping but also variable high and low speed compression damping. The setting matches the Closed Cartridge front fork and gives the bike excellent stability as well as great bottoming resistance.



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



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



## FOUR-STROKE MODELS



## FOUR-STROKE MODELS

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

# 4STROKE THE ENGINE

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

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

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



**Electric Starter** • Why do you need a kick-starter when the bike can be started just as reliably at the push of a button. The precise, ultra-modern engine management allows the engine to be started in a second in any situation. This enabled a kickstarter to be eliminated, reducing the engine weight to a minimum level of under 31 kg.



**Clutch** • The clutch with integrated clutch damper and adequate oil supply was designed for extreme loads. Thanks to the hydraulic clutch actuation from Magura, clutch control is reference class. The FLEX clutch lever of this system can be folded 90° to the front, significantly reducing the risk of breakage in the event of a crash.



**FOUR-STROKE  
MODELS**



**100% NEW TE 125**

**2STROKE  
POWER**

**2012**

FE 390  
FE 450  
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FE 390  
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**TE 125**  
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#### TE 125

After the bigger-bore 2-stroke models last year this new addition to the Husaberg model range will attract even more previously inaccessible customers to Husaberg. The passionate 125cc riders on one hand and, even more importantly, the young enduro enthusiasts and racers from the age of 16 on the other hand. It is the next logical step for Husaberg to become a full range 100% Enduro brand attracting new young customers. The TE 125 is unbeatable in terms of easy handling and with the top of the range components like the closed-cartridge fork, machined triple clamps and translucent 11 litre tank it shares with its siblings will be an easy choice for all E1 racers who want the best price/performance ratio of the class.



#### TE 250

The TE 250 is tailored to the needs of 2-stroke aficionados who want to take on competition in the E2 class. With its lively and powerful engine characteristics it's a very sporty bike



#### TE 300

Already in its first year on the market the TE 300 has made a lasting impression on the 2-stroke Enduro community. Be it the Indoor Enduro World Championship, the most renowned Extreme Enduro races, the EWC or big-bore 2-stroke shoot outs, the TE 300 came out on top in most instances.

Besides Joakim Ljunggren's Vice-World Championship title in the 2011 IEWC perhaps the most impressive demonstration of the TE 300s potential is watching Graham Jarvis ride it. He was already an impressive artist on two wheels before but the change to the TE 300 has taken his riding to a whole new level. Unchallenged victories at the Extreme Lagares, Hell's Gate and Tough One are the proof. For model year 2012 a new cylinder provides even more bottom end torque and adds to the perfect package when the going gets rough.



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TE 300**FRONT SUSPENSION**

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

**TRIPLE CLAMPS**

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

**REAR SUSPENSION**

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



# TWO-STROKE MODELS

**2STROKE**  
**THE CHASSIS**

+ ENDURO + 4STROKE + NEW<sup>2</sup> + SWEDEN + PURISM + USABILITY + UNDERSTATEMENT + INNOVATION + ENDURO + 4STROKE

FE 390  
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#### FRAME

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



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

→ **Easy handling**  
due to minimum weight

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

→ **Ease of maintenance**

## STROKE MODELS



#### AIRBOX

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



#### FUEL TANK

The layout of the polyethylene fuel tank of the TE models provides sufficient mileage and excellent Enduro ergonomics, which provide excellent contact to the bike. The volume of 1l litres is sufficient both for longer race stages and for extended day tours. The new translucent material makes it even easier to check the fuel level.

## INNOVATIONS 2012

+ ENDURO + 4STROKE + NEW<sup>2</sup> + SWEDEN + PURISM + USABILITY + UNDERSTATEMENT + INNOVATION + ENDURO + 4STR

FE 390  
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**General Equipment**

Husaberg motorcycles are known to be premium products. With many sophisticated technical solutions and details in conjunction with proven quality, the TE models meet this claim more than any other bike on the market. Just to name a few such as billet machined triple clamps, closed cartridge forks, CNC machined hubs or tapered handlebars. In model year 2012 the TE models will in addition be featuring an engine protector (not for TE 125), frame protection and MX handguards as standard.



# TWO-STROKE MODELS

**ERGONOMICS & GRAPHICS**

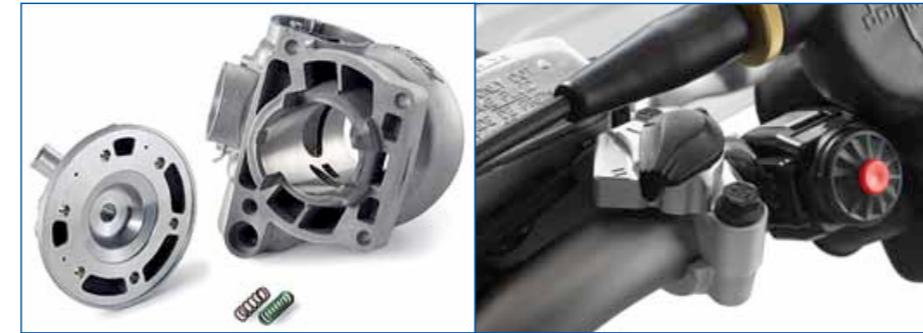
The demands of Enduro riders are high when it comes to ergonomics. An Enduro bike should be slim in order to provide unlimited liberty of action and good contact points. Together with traditional colours and Husaberg distinctive graphics the new TE models hit the mark spot on!

# INNOVATIONS 2012

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TE 250  
TE 300

The heart of the TE models is a compact and extra-lightweight 2-stroke engine with displacements of 124,8 249 and 293,2 cc. These power plants feature the most modern and sophisticated 2-stroke technology such as exhaust power-valve or selectable ignition curves, which both allow the adjustability of the power delivery exactly to the needs of the rider. Or an extremely robust 6-speed transmission easy to shift and set up for the toughest Enduro rides. And no t to forget the Brembo hydraulic clutch system or the small electric starter (TE 250/300 only), which is a major benefit, when the power of the rider s starts to weaken.

# 2STROKE THE ENGINE



#### CYLINDER

The water cooled cylinders are the most important components when it comes to performance. It is not all about maximum power, but also excellent power delivery and torque. And in this regard the Husaberg motors are in a league of their own. The new cylinder for the TE 300 guarantees maximum traction and high performance at low RPMs in order to climb up the steepest hills playfully.

#### IGNITION

The digital ignition is equipped with the two different ignition curves to be selected via a map select switch mounted as standard on the handle bar (only TE 250/300). This gives the rider the chance to choose either a "soft" (smoother) or a "strong" (aggressive) power delivery. Together with the three different power valve springs the rider has a very wide range of different engine characteristics.



#### ELECTRIC STARTER

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



#### CLUTCH

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



# TECHNICAL DATA



**FE 390**

**FE 450**

**FE 570**



**TE 125**

**TE 250**

**TE 300**

ENGINE		
<b>ENGINE TYPE</b>	Single cylinder, 4-stroke	Single cylinder, 4-stroke
<b>DISPLACEMENT</b>	393.3 mm	449.3 cc
<b>BORE/STROKE</b>	95/65.5 mm	95/63.4 mm
<b>COMPRESSION RATIO</b>	11:1	11.8:1
<b>STARTER/BATTERY</b>	Electric starter/12V 7Ah	Electric starter/12V 7Ah
<b>TRANSMISSION</b>	6 gears	6 gears
<b>FUEL SYSTEM</b>	Keihin EFI	Keihin EFI
<b>CONTROL</b>	4 V/OHC with rocker levers	4 V/OHC with rocker levers
<b>LUBRICATION</b>	Pressure lubrication with 2 oil pumps	Pressure lubrication with 2 oil pumps
<b>ENGINE OIL</b>	Motorex, SAE 10W-50	Motorex, SAE 10W-50
<b>PRIMARY RATIO</b>	33:76	33:76
<b>FINAL DRIVE</b>	13:38 (13:52)	13:38 (13:52)
<b>COOLING</b>	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
<b>IGNITION / ENGINE MANAGEMENT</b>	Keihin	Keihin
CHASSIS		
<b>FRAME</b>	Double cradle perimeter design 25CrMo4	Double cradle perimeter design 25CrMo4
<b>SUBFRAME</b>	Cross-linked Polyethylene	Cross-linked Polyethylene
<b>HANDLEBAR</b>	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge
<b>REAR SUSPENSION</b>	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber
<b>SUSPENSION TRAVEL FRONT/REAR</b>	300/335 mm	300/335 mm
<b>FRONT/REAR BRAKES</b>	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm
<b>FRONT/REAR RIMS</b>	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 18" DID
<b>FRONT/REAR TIRES</b>	90/90-21"; 140/80-18"	90/90-21"; 140/80-18"
<b>CHAIN</b>	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
<b>SILENCER</b>	Aluminium	Aluminium
<b>STEERING HEAD ANGLE</b>	63.5°	63.5°
<b>WHEEL BASE</b>	1,475 ± 10 mm	1,475 ± 10 mm
<b>GROUND CLEARANCE</b>	390 mm	390 mm
<b>SEAT HEIGHT</b>	985 mm	985 mm
<b>TANK CAPACITY</b>	approx. 8.5 litres	approx. 8.5 litres
<b>WEIGHT (READY TO RACE)</b>	approx. 114 kg (without fuel)	approx. 114 kg (without fuel)

ENGINE		
<b>ENGINE TYPE</b>	Single cylinder, 2-stroke	Single cylinder, 2-stroke
<b>DISPLACEMENT</b>	124.8 cc	249 cc
<b>BORE/STROKE</b>	54/54.5 mm	66.4/72 mm
<b>COMPRESSION RATIO</b>	-	-
<b>STARTER/BATTERY</b>	Kickstarter	Kick- and electric starter/12V 3Ah
<b>TRANSMISSION</b>	6 gears	6 gears
<b>FUEL SYSTEM</b>	Keihin PWK 36S AG	Keihin PWK 36S AG
<b>CONTROL</b>	Exhaust control	Exhaust control TVC
<b>LUBRICATION</b>	Mixture oil lubrication 1:60	Mixture oil lubrication 1:60
<b>ENGINE OIL</b>	Motorex, SAE 15W-50	Motorex, SAE 15W-50
<b>PRIMARY RATIO</b>	23:73	26:72
<b>FINAL DRIVE</b>	14:42 (13:50)	13:40 (13:50)
<b>COOLING</b>	Liquid cooling	Liquid cooling
<b>CLUTCH</b>	Wet multi-disc clutch, hydraulically operated	Wet multi-disc clutch, hydraulically operated
<b>IGNITION / ENGINE MANAGEMENT</b>	Kokusen	Kokusen
CHASSIS		
<b>FRAME</b>	Central double-cradle-type 25CrMo4	Central double-cradle-type 25CrMo4
<b>SUBFRAME</b>	Aluminium	Aluminium
<b>HANDLEBAR</b>	Neken, Aluminium Ø 28/22 mm	Neken, Aluminium Ø 28/22 mm
<b>FRONT SUSPENSION</b>	WP-USD Ø 48 mm Closed Cartridge	WP-USD Ø 48 mm Closed Cartridge
<b>REAR SUSPENSION</b>	WP-PDS DCC shock absorber	WP-PDS DCC shock absorber
<b>SUSPENSION TRAVEL FRONT/REAR</b>	300/335 mm	300/335 mm
<b>FRONT/REAR BRAKES</b>	Disc brake Ø 260/220 mm	Disc brake Ø 260/220 mm
<b>FRONT/REAR RIMS</b>	1.60 x 21"; 2.15 x 18" DID	1.60 x 21"; 2.15 x 18" DID
<b>FRONT/REAR TIRES</b>	90/90-21"; 120/90-18"	90/90-21"; 140/80-18"
<b>CHAIN</b>	X-Ring 5/8 x 1/4"	X-Ring 5/8 x 1/4"
<b>SILENCER</b>	Aluminium	Aluminium
<b>STEERING HEAD ANGLE</b>	63.5°	63.5°
<b>WHEEL BASE</b>	1,471 ± 10 mm	1,475 ± 10 mm
<b>GROUND CLEARANCE</b>	390 mm	385 mm
<b>SEAT HEIGHT</b>	985 mm	985 mm
<b>TANK CAPACITY</b>	approx. 11 litres	approx. 11 litres
<b>WEIGHT (READY TO RACE)</b>	approx. 97 kg (without fuel)	approx. 102.9 kg (without fuel)

FE 390  
FE 450  
FE 510  
TE 125  
TE 250  
TE 300



Foto: H. Mitterbauer, R. Schmid

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