



EVOLUTION & REVOLUTION

True to this motto, Husaberg presents its models for the 2011 model year. The existing model range has been technically and visually refined even further and, for the first time in the 22-year history of Husaberg, 2-stroke bikes have been included in the model range.

Following last year's expansion of the model range in the 4-stroke segment, which will continue to be the core area for Husaberg, the company's focus for 2011 has turned towards further improvement of the components. The absolute highlight is the use of closed-cartridge forks on the FE models, forks that have already been able to prove their outstanding responsiveness on last year's FX 450 cross-country model. In conjunction with a frame that has been reinforced in the steering head area and the machined triple clamps that have been a standard feature since 2009, the 2011 FE models offer a previously unattained level of damping quality and feel for the front wheel.

Of course, the characteristics of the PDS shock have also been adapted to the new forks, whereby the new suspension package with its more sports-oriented settings offers increased stability at high speeds, along with greater damping reserves.

To make this clear improvement in quality in the 2011 offroad models outwardly visible as well, the appearance of the motorcycles has been completely revamped and the visual impression now is fresh and typically Husaberg.

Both the FX 450 and the Supermoto FS 570 benefit as well from the new, reinforced frame that significantly reduces flex in the steering head area and hence not only enables better stability at high speeds, but also provides improved functioning of the forks.

The Supermoto FS 570, which last year made the revolutionary new engine and vehicle concept from Husaberg accessible to lovers of asphalt for the first time, has furthermore been equipped with a new front brake disc from Braking that bestows the bike with even better braking performance.



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As Husaberg has always stood for innovative technology, lightweight construction and sensational handling, it seemed logical to extend the successful 4-stroke model range to include 2-stroke technology as well. As a result, Husaberg is offering two new models - the TE 250 and TE 300 - for the 2011 model year, both powered by state-of-the-art, high-performance, 2-stroke engines.

Husaberg has therefore also opened up an alternative for those who particularly appreciate the well-known characteristics of 2-stroke bikes, such as minimal weight, superb rideability, a lively power delivery, easy to cope-with technology and, last but not least, the low costs of acquisition and maintenance.

At the heart of the two TE models is a compact and extra-lightweight 2-stroke engine with a displacement of 249 cc or 293.2 cc respectively. These power units are equipped with the finest technology, such as an exhaust power-valve and an adjustable ignition (selectable via a switch fitted as standard to the handlebars), which provide the opportunity to adapt the engine characteristics precisely to the needs of the rider and the terrain. The six-gear transmission is also designed precisely for real enduro use. And not to forget, the smooth hydraulic clutch system by Brembo and the small and light electric starter, which is invaluable above all when the strength of the rider is gradually dwindling away.

Just like the 4-stroke Enduros from Husaberg, the TE models are equipped with the latest upside-down forks from WP, featuring closed-cartridge technology. With a sealed, internal damping unit, these forks guarantee unique sensitivity along with efficient and constant damping characteristics throughout the entire suspension travel.

The PDS shock has been tuned in such a way that the settings completely satisfy all requirements in tough enduro use. Greater comfort and better damping is almost impossible. And those who want to refine the tuning of their suspension even further have the option to adjust the rebound and compression damping in a matter of a few clicks. Furthermore, the PDS shock offers separate compression adjustment for high- and low-speed damping.



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The two 2-stroke models have been further refined with other top-class components, including billet machined, black-anodised triple clamps, high-strength DID spoked wheels with CNC-machined hubs, the latest Brembo brake components and high-quality, tapered aluminium handlebars. A strong plastic holder is injection-moulded around the aluminium silencer which can be mounted perfectly to the aluminium subframe.

One clear benefit for the rider is provided by the 11-litre fuel tank that allows long off-road stages to be completed and longer intervals to be taken between pit-stops in multi-hour enduro races. Despite its capacity the polyethylene fuel tank offers excellent Enduro ergonomics.

The new Husaberg 2-stroke bikes, which have been named in accordance with the tried and tested Husaberg nomenclature (FE = Four-stroke Enduro, TE = Two-stroke Enduro), also share the fresh appearance of the other Husaberg offroad models and are clearly recognisable as Husabergs, even at a distance.

The new Husaberg models will be available from mid-July from authorised Husaberg dealers.

Further information on the new models will be available from July at www.husaberg.com and in the Husaberg product videos on the Husaberg YouTube channel (<http://www.youtube.com/user/HusabergRacing>).

Hi-res pictures are available on www.ktmimages.com.

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