

| <b>ENGINE SPECS/COMPONENTS/MAINTENANCE – 2014 HUSAQVARNAs</b> |                         |                         |  |   |   |   |                                 |  |
|---|-------------------------|-------------------------|--|---|---|---|---------------------------------|--|
| <b>ENGINE TYPE</b>  | <b>125cc TWO-STROKE</b> | <b>250cc TWO-STROKE</b> | <b>300cc TWO-STROKE</b>  | <b>250cc FOUR-STROKE</b>  | <b>350cc FOUR-STROKE</b>  | <b>450cc FOUR-STROKE</b>  | <b>501cc FOUR-STROKE</b>        |  |
| Engine Weight   | 20.4kg                  | 25.6kg                  | 25.6kg   | 28.1kg  | 29.4kg  | 30.2kg  | 30.7kg                          |  |
| Capacity  | 124.8cc                 | 249.0cc                 | 293.2cc  | 249.91cc  | 349.7cc   | 449.3cc   | 510.4cc                         |  |
| Bore x stroke   | 54.0 x 54.5mm           | 66.4x 72.0mm            | 72.0 x 72.0mm  | 78.0 x 52.3mm   | 88.0 x 57.5mm   | 95.0 x 63.4mm   | 95.0 x 72.0mm                   |  |
| <b>ENDURO BIKES</b>   | <b>2014 TE125</b>       | <b>2014 TE250</b>       | <b>2014 TE300</b>  | <b>2014 FE250</b>   | <b>2014 FE350</b>   | <b>2014 FE450</b>   | <b>2014 FE501</b>               |  |
| Piston  | Vertex                  | Vertex                  | Vertex   | Konig forged bridged-box (200g)   | Vertex forged box (275g)  | Konig forged bridged-box 310g)  | Konig forged bridged-box (305g) |  |
| Conrod  | Fujita                  | Fujita                  | Fujita   | Pankl (plain bearing big-end)   | Pankl (plain bearing big-end)   | Pankl (plain bearing big-end)   | Pankl (plain bearing big-end)   |  |
| Compression Ratio   | n/a                     | n/a                     | n/a  | 12.8: 1   | 12.3: 1   | 11.8: 1   | 11.8: 1                         |  |
| Value – Inlet   | n/a                     | n/a                     | n/a  | 32.5mm (19.6g) – ti   | 36.3mm (22.4g) – ti   | 38mm (32g) – ti   | 38mm (32g) – ti                 |  |
| Valve – Exhaust   | n/a                     | n/a                     | n/a  | 26.5mm (18g) – ti   | 29.1mm (22.7g) – ti   | 32mm (42g) – steel  | 32mm (42g) – steel              |  |
| Cam-Chain Tensioner   | n/a                     | n/a                     | n/a  | Hydraulic   | Hydraulic   | Mechanical  | Mechanical                      |  |
| Rev Limiter   | no limiter              | 10,500rpm               | 10,500rpm  | 12,800rpm   | 12,000rpm   | 10,500rpm   | 9,800rpm                        |  |
| Change conrod, conrod bearing, crank pin                      | 80 hours                | 80 hours                | 80 hours   | 135 hours   | 135 hours   | 135 hours   | 135 hours                       |  |
| <b>MOTOCROSS BIKES</b>  | <b>2014 TC125</b>       | <b>2014 TC250</b>       | <b>2014 TC300</b>  | <b>2014 FC250</b>   | <b>2014 FC350</b>   | <b>2014 FC450</b>   |                                 |  |
| Piston  | Vertex                  | Vertex                  |  | Konig forged bridged-box (200g)   | CP-Carillo forged bridged-box (270g)  | Konig forged bridged-box (330g)   |                                 |  |
| Conrod  | Fujita                  | Fujita                  |  | Pankl (plain bearing big-end)   | Pankl (plain bearing big-end)   | Pankl (plain bearing big-end)   |                                 |  |
| Compression Ratio   | n/a                     | n/a                     |  | 13.9: 1   | 13.65: 1  | 12.6: 1   |                                 |  |
| Value – Inlet   | n/a                     | n/a                     |  | 32.5mm (19.6g) – ti   | 36.3mm (22.4g) – ti   | 38mm (32g) – ti   |                                 |  |
| Valve – Exhaust   | n/a                     | n/a                     |  | 26.5mm (18g) – ti   | 29.1mm (22.7g) – ti   | 32mm (28g) – ti   |                                 |  |
| Cam-Chain Tensioner   | n/a                     | n/a                     |  | Hydraulic   | Hydraulic   | Mechanical  |                                 |  |
| Rev Limiter   | no limiter              | 12,000rpm               |  | 14,000rpm   | 13,400 rpm  | 11,500rpm   |                                 |  |
| Change conrod, conrod bearing, crank pin                      | 40 hours                | 40 hours                |  | 100 hours   | 100 hours   | 100 hours   |                                 |  |
| Claimed Horsepower  | 40hp                    | 52hp                    |  | 44hp  | 54hp  | 60hp  |                                 |  |
| <b>NOTES:</b>   |                         |                         | A 300cc upgrade kit is available though the Husky Power accessories range. | The idle adjuster is separated from the cold start button and is positioned on the rear of the throttle body.                       | The idle adjuster is separated from the cold start button and is positioned on the rear of the throttle body.                       | The idle adjuster is separated from the cold start button and is positioned on the rear of the throttle body.                       |                                 |  |
|   |                         |                         |  | Couterbalance-shaft on FE and FC  | Couterbalance-shaft on FE and FC  | Couterbalance-shaft on FE and FC  | Couterbalance-shaft on FE       |  |
|   |                         |                         |  | Pankl connecting rod with pressure lubricated plain big-end bearing and two force-fitted shells that run directly on the crank pin. | Pankl connecting rod with pressure lubricated plain big-end bearing and two force-fitted shells that run directly on the crank pin. | Pankl connecting rod with pressure lubricated plain big-end bearing and two force-fitted shells that run directly on the crank pin. |                                 |  |