



NEW SUBSTANCE.

Same semi-perimetral frame as the 4-stroke, swing-arm, progressive link, superstructures. With an update to the suspensions and engine, Varese presents a 125 2-stroke motocross bike which shows revised efficiency.

Husqvarna is increasingly more aggressive. After the 2008 season where it renewed the motocross-enduro-motard four-stroke, this is the challenge year for the launch of the new 250 4-stroke motocross bike and also the revamping of the 2-stroke range which is contrary to the common direction taken by the Japanese manufacturers.

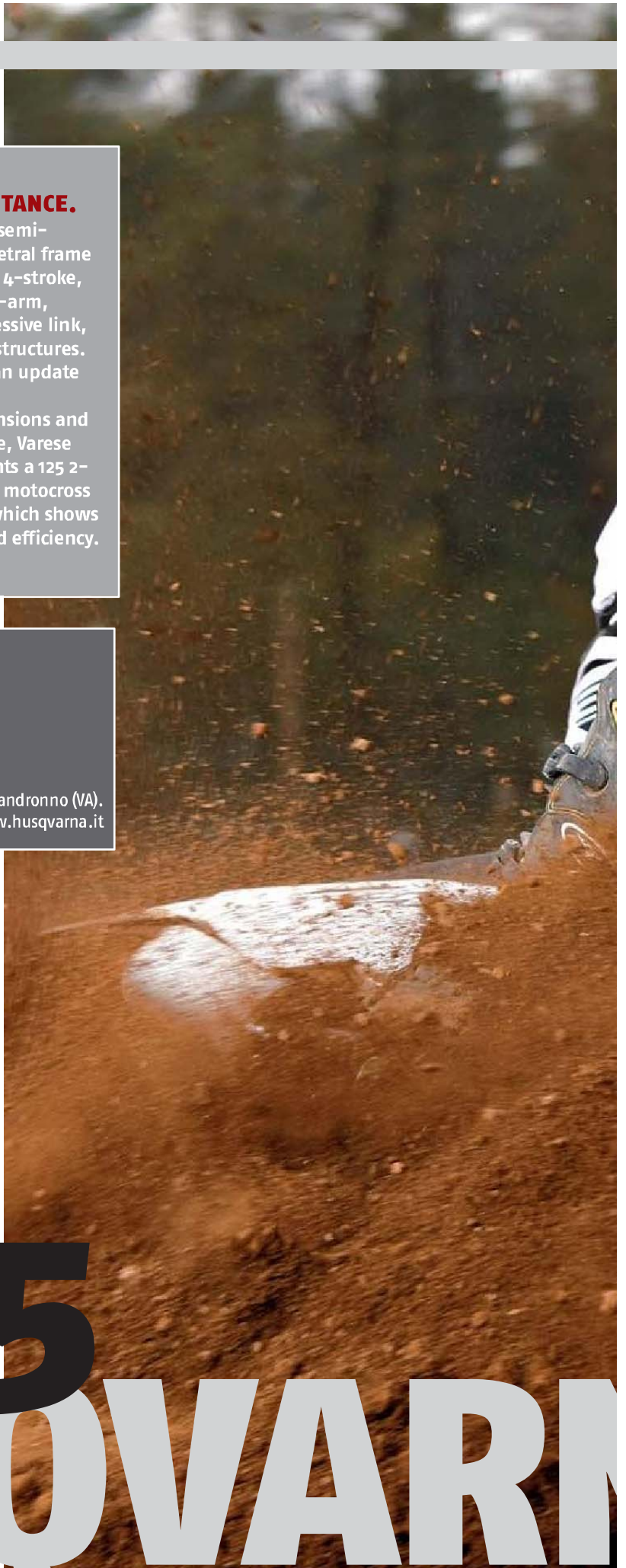
2009 MODEL YEAR

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| LOCATION | Cigione della Malpensa motocross track |
| TERRAIN | Medium hard packed and dry |
| WEATHER CONDITIONS | clear, 22°C |
| PRICE | E. 6.676 in Italy recommended ex factory |
| AVAILABILITY | on the network |
| MANUFACTURER | Husqvarna Motorcycles, via Bixio 8 - 21024 Biandronno (VA). Tel. +39 0332 756111 fax +39 0332 756418, www.husqvarna.it |

The catalogue still includes the 125 CR that continues to perform its role. We know very well that it cannot be a winner in MX2 terms, Husqvarna however believes in it and continues to propose it to those who take a 125 two-stroke for what it is, that is the economically less demanding bike among the full-size models, the one that everyone can change the piston in their back-yard, ideal for an aggressive young rider and also for the enthusiast who rides for the sheer fun of it.

The Husqvarna proposal is interesting, the CR 125 has been revamped chassis wise and provides better feeling, more pleasure on motocross fields and general improved effectiveness on track.

CR125 HUSQVARNA



by G. GOBBI and E. ODDENINO photos ZEP GORI



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DYNAMIC High engine speed

The first lap is always an eye opener, today many ride the two-stroke returning from the 4-stroke and there are cases where you feel you haven't been on a bike for a couple of years, a tad rusty; then on the second lap you relax and regain accuracy in every situation on a type of bike that requires dynamic and unrestrained handling

Up to now we have presented the KTM 125 two-stroke 2009 and this Husqvarna doesn't compare badly at all. You can feel the power at mid and top end, but response is a little slow when starting off again. The engine gives a feeling of having enormous extension but if you don't shift up the gears when it is at high engine speed, it tails off; the truly exploitable power delivery is in the top half of the hypothetical range of 4-12,000 rpm, therefore you have to use the right gears on the jumps and the curves. It is a likeable bike and if you like a two-stroke it gives a lot of satisfaction, clearly (we say this because we are in a 4-stroke era) it is necessary to customise it well (suspension adjusters, ratios, carburetion) otherwise with the engine that has a preference for mid range and top-end engine speeds you can get into difficulty.

The riding position is perfect for a rider of medium height, around 1.75 m, the positive behaviour of the chassis indicates that the new dimensions/geometry mix bull's-eye has been hit on the mark. The suspensions work well and the Husky Marzocchi-Sachs package for larger displacements with clearly softer settings, with an effective rear suspension even in critical situations for the chronometer like in between the holes, coming out of the curves while accelerating.

The brakes are powerful and, among others the carburetion is also perfect. For the record, on the test bike we did have a problem with the expansion support that is said to have been resolved when they started production.

TECHNICAL Chassis

The update to the chassis which started last year on the 4-stroke has been extended to all the bikes in 2009, including the motocross 2-stroke range. The CR 125 therefore has the steel semi-perimetral frame with oval stanchions with optimised rigidity and elements to achieve higher

levels of comfort, lightness and reliability. The steering head and wheelbase change, the bike's body also has new superstructures for the tank, saddle, filter seat, side panels, spoilers, front mud-guard and frame guards; there are also adjustments to various other details, among which the fuel cap. The result is a new riding position compared to before, with the possibility to move forwards towards the tank more easily, with footpegs moved forwards by 15 mm and the saddle lowered by 10 mm, plus an extra flatter seat to make longitudinal movements easier.

The rear suspensions have been totally revised: the swing-arm is new, and so is the link lever ratio to transmit less load to the frame, to minimise the effect of the chain pull and optimise traction.

The dosed cartridge Marzocchi \varnothing 50 mm has new settings, the brakes have new "wave-style" profile disks.

The engine is the renowned Husqvarna 2-stroke with case reed induction and V Force 3 valves. Given

the reliability and level of development, it needed no extensive interventions, however output has been optimised with some tweaks to the fuelling and exhaust systems, with the use of the Mikuni TMX carburettor and a newly-designed expansion-silencer unit.



TWO STROKE. Small cylinder unit, ultra-slim cylinder head, carburettor with base gasket on the casing: unequivocally 2-stroke.... with HTS dual shutter valve on the exhaust and V Force 3 valve group with double reed petals.

HUSQVARNA CR 125 2009

ENGINE Husqvarna 2-stroke single cylinder liquid cooled with HTS exhaust valve bore and stroke 54 x 54.5 mm displacement 124.82 cc. compression ratio 8.8:1 max. declared output ND case reed induction fuel system Mikuni TMX 38 mm carburettor ignition electronic with adjustable spark timing CDI lubrication 3% oil petrol mix clutch wet, multiplate type transmission six speed.

CHASSIS semi-perimeter frame with short top beam and double cradle trail 111 mm swing-arm light alloy fork Marzocchi \varnothing 50 mm stroke 300 mm suspension Sachs rear-shock with progressive action wheel pin 296 mm rims light alloy brakes Brembo with wave disks front and rear \varnothing 260 and 240 mm tires Pirelli MT 32 $^{\circ}$ and MT 32 front 80/100-21 rear 100/90-19 fuel tank 7 litre capacity

DECLARED DIMENSIONS wheelbase 1,460 mm saddle height 985 mm min. ground clearance 325 mm dry weight 92 kg.

DETAILS. Husqvarna has been using larger sized hubs for some time now, which increases sturdiness, this year also with wave-style brake disks. Other details are the Brembo brake pump and the Shiver Marzocchi \varnothing 50 mm fitted with launch-control.



RIDING POSITION. The fuel tank, saddle, side panels and all the superstructures in general have been redesigned; it has a brand new setup, with footpegs further forwards and newly-designed seat. The new project focuses on the semi-perimetral frame with oval standions which converge below the fuel tank.

