

Full new redesign with the Husqvarna 2024 enduro

by Vanessa Ruck
@TheGirlOnABike

YOUR eyes are sharp on the terrain ahead, the rocks, roots, loose stones, and sand all grappling to throw you and the bike off the path. But armed with the best weapon for the job, the nearly 100 per cent newly redesigned Husqvarna TE 300i, confidence filled me. Renowned as one of the most high-performance dirt bikes on the market, this bike had high expectations to live up to, considering its track record with pro riders like Billy Bolt and Graham Jarvis.

The full redesign of the 2024 enduro range truly marks a new breed of dirt bike. Unlike minor tweaks seen in some new models, these bikes stand out as a significant improvement. Having spent a day in Norway riding the 2024 range, I can confidently say that this next gener-

ation fleet is worth a look. Both the 2 and 4 stroke models underwent a near-total redesign that will surely make rival brands take notice. The new throttle body injected engine, closed cartridge front, and fully adjustable toolless suspension, along with redesigned ergonomics for a solid rider triangle and increased grip seat, instill confidence in riders. The throttle response is lively and instant, surpassing the already impressive performance of previous Husky models. As I paused to absorb the wilderness around me in a Norwegian forest, I couldn't help but appreciate the ideal testing environment. With a 6.5km dedicated enduro loop, perfectly suited for the new enduro range, I gravitated towards the TE 300i. Round and round I went, building pace and getting a feel for the new setup.

The throttle body fuel injection, with two injectors, and electronically monitored exhaust valves resulted in a fiery ride. The engine adjusts and adapts to the riding conditions, consistently delivering optimal performance. Climbing the peaks, I experienced the seamless and effortless adjustments of the engine to match the changing air, conditions, and my riding style. The electronics received an overhaul, featuring a new centralized smart control unit for easy troubleshooting, torque values etched on for simplified serviceability, and increased durability in the subframe design to reduce the risk of breaks. Even small details like the narrower foot pegs, redesigned for a reduced risk of catching them in ruts, have been given extra attention. These new pegs offer 27 per cent more surface area for

the foot, reducing riding fatigue. The 30 per cent brighter headlight provides 900 lumens to illuminate the track. Flatter and straighter bars, improved seat grip, and symmetrical tank fairing contribute to enhanced rider ergonomics. The four-stroke models now feature a new quick shift sensor that momentarily cuts the ignition as the gear lever is engaged, allowing seamless upshifting without using the clutch.

The list of unchanged elements on the 2024 enduro range is quite short, consisting of the premium Michelin Medium rubber and the D.I.D DirtStar rims.

Having tested all five models, including the TE 150, 250, 300, and FE 250, 350, 450, and 501, I can confidently say that these bikes offer high performance for professional racers on the track while providing a whole heap of fun for everyday riders



looking to play in the dirt.

Key changes in the 2024 enduro range include throttle body fuel injection with two injectors, electronically monitored exhaust valves for a two-stroke feel, a subframe with increased durability and integrated grab handle, fully adjustable suspension without the need for tools, improved

grip seat and symmetrical tank fairing for knee grip, 27 per cent larger peg surface with a lower narrow stance for a more stable position and reduced risk of catching in ruts, LED headlight providing 900 lumens, a smart control unit for centralized electronic troubleshooting, premium Michelin Medium rubber for ultimate traction, a smaller

22mm rear swing arm for more flexibility over rocks, a flush-faced chain guard to prevent damage, torque values etched in for serviceability, improved feel and difference in two engine maps, and a quick shifter for smoother gear shifts in the four-stroke FE models.

This review comes from Vanessa Ruck, a Monmouth resident

racer and adventure enthusiast who attended the International Media day with Husqvarna. For a full review of the 2024 Husqvarna enduro bikes, check out Vanessa's YouTube channel, "The Girl On A Bike," and follow her on social media as @TheGirlOnABike.

court farm garage

www.courtfarmgarage.co.uk
Sales, Servicing & sourcing of high quality pre-owned vehicles.

T: 01594 827835 M: 07956 531498 E: enquiries@courtfarmgarage.co.uk



VW HIGH UP (2018)

18000 MILES
SERVICE HISTORY
HEATED SEATS
FOLDING MIRRORS
£11600



AUDI A1 SPORTBACK TFSI SPORT (2018)

ONE OWNER FROM NEW
47230 MILES
REAR PARKING SENSORS
SAT NAV AUDI HISTORY
£12800



VW T-ROC SEL TSI EVO (2019)

SOLD



AUDI A3 TFSI S-LINE (2017)

SAT NAV
FULL LEATHER
27600 MILES
AUDI HISTORY
£19000



Skoda Fabia SE L TSI (2015)

ONE OWNER FROM NEW
39000 MILES
FULL HISTORY
APPLE PLAY
£10200



AUDI Q3 TFSI SPORT (2017)

ONE OWNER FROM NEW
34750 MILES
FULL AUDI HISTORY
CRUISE CONTROL
£18000



AUDI A3 CABRIOLET (2018)

ONE OWNER FROM NEW
37500 MILES
FULL AUDI HISTORY
PARKING SENSORS
£20000



VW POLO R-LINE TSI (2020)

ONE OWNER FROM NEW
HALF SEUIDE SEATS
FLAT BOTTOM
STEERING WHEEL
SPORTS INTERIOR
£17600

All Makes of Vehicles Serviced and Repaired



- MOTs
- Diagnostics
- Cambelts
- Brakes
- Clutches
- Exhausts
- Tyres

John Smith's Auto Services

3b Alton Road, Ross-on-Wye, HR9 5NB
01989 712200

To Advertise on this page

Call
01594 820600
OR
01989 562007

and speak to one of our friendly experienced staff.

