



2011 Husqvarna TXC511

Technical Brief

MSRP: \$8,299

Overview: Husqvarna made a name for itself in the desert and the TXC511 lives up to this open class heritage in spades! Look for four-time defending U.S. Desert Racing champ Nick Burson to pilot his “Desert Master” to another successful season in 2011.

Key Features:

- Big bore 4-stroke power (101mm bore vs. the 98mm bore found on the 449)
- Revolutionary Coaxial Traction System (CTS) for increased traction and stability
- New perimeter frame centralizes mass to optimize handling
- New 46mm Keihin Electronic Fuel Injection (EFI) system with dual throttle bodies
- Electric start
- 4-valve, dual cam cylinder head
- Brembo hydraulic clutch
- Brembo brakes — 260mm front, 240mm rear
- Polished Grimeca front and rear hubs
- 48mm Kayaba closed cartridge forks with adjustable compression and rebound
- Kayaba shock

Specifications:

DIMENSIONS/WEIGHT/CAPACITIES:

Wheelbase	58.66 in.
Overall Length	86.93 in.
Overall Width	32.28 in.
Seat Height	37.91 in.
Ground Clearance	13.19 in.
Total Weight (Dry)	240.3 lbs.
Fuel Capacity	2.51 gallons
Oil Capacity	1.04 quarts

FRAME:

Double beam, double cradle high resistance chromoly steel frame (round and elliptical). Light alloy sub frame

SUSPENSION:

FORK – Kayaba 48mm closed cartridge fork featuring 11.81 inches of front wheel travel. Upside down telescopic fork also features compression and rebound adjustment.

SHOCK – Kayaba single shock with remote reservoir, adjustable spring preload, compression (high and low speed) and rebound damping. Shock delivers 11.81 inches of travel

BRAKES:

Front: Brembo 260mm wave rotor, dual-piston floating caliper; Hydraulic actuation.

Rear: Brembo 240mm wave rotor, single piston floating caliper; Hydraulic actuation.

RIMS/TIRES:

Front: 1.60x21 Excel rim 80/100-21

Rear: 2.15x18 Excel rim 100/100-18

ENGINE:

Type: Single cylinder four stroke

Head: 4-valve Dual Overhead Cam (DOHC)

Displacement: 477.5cc

Bore x Stroke: 101 x 59.6mm

Compression Ratio: 12:1

Starting: Electric start

Clutch: Wet multi plate with hydraulic control

Cooling: 2 radiators

IGNITION: Electronic with adjustable advance.

Spark Plug NGK CR9EKB

FUEL SYSTEM: E.F.I. Keihin D46

LUBRICATION: Dry sump with two oil pumps, cartridge and oil filters

TRANSMISSION:

Ratios:	1st	32/14
	2nd	30/16
	3rd	23/15
	4th	25/20
	5th	24/23
	6th	22/24