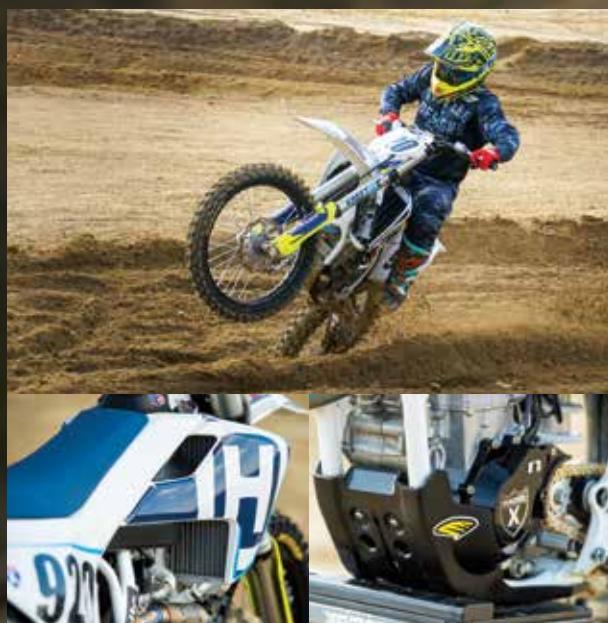


The 2018 Husqvarna FC 450 is a polished machine in stock trim and remains one of our favorite 450s to ride.



→ PRO CIRCUIT

Complete Exhaust
procircuit.com

→ TWISTED DEVELOPMENT

Dyno Tuning and Mapping
td-racing.com

→ KREFT MOTO

Suspension Setup
kreftmoto.com

→ SUPERSPROX

Rear Sprocket, Front Sprocket, Chain
supersproxusa.com

→ CYCRA RACING

Front KTM Fender, Front KTM Number Plate, Mud Flap, Skid Plate
cycracing.com

→ UNI FILTER

Two-Stage Air Filter
unifilter.com

→ CV4

High Pressure Radiator Cap, Radiator Hoses
cv4.net

→ DUNLOP

MX3S Front (80/100-21), MX3S Rear (120/80-19)
dunlopmotorcycl tires.com

→ FACTORY BACKING

Custom Graphics
factorybacking.com

→ HINSON

Clutch Fibers, Steels, Springs, Outer Cover Kit
hinsonracing.com

→ WORKS CONNECTION

Bike Stand
worksconnection.com



TO SEE HOW THE 2018 FC 450 PERFORMS WITH THESE MODS, HEAD OVER TO

www.racerxonline.com/rxf



2018 HUSQVARNA **FC 450**



With any bike, there are plenty of things you can do to make it your own. As with our '17 build, we hit up the gang at Twisted Development to coordinate this project. We all agreed the engine on the 2018 FC 450 was solid off the showroom floor, so we left that alone; the Husqvarna engine is so strong and broad in its power delivery there really isn't a need for more power. Despite that, we added a Pro Circuit complete exhaust system to shave some weight and up the cool factor a bit. The exhaust does improve power, but it remains rideable and smooth, keeping the stock feel of the original powerband similar and familiar.

Twisted Development tuned the fuel mapping with the new system and installed a new Hinson manual clutch. Just like the '17 build, Kreft Moto rebuilt the suspension. Kreft is no longer new to us but still might be to you. They focus solely on WP suspension, and they have a brilliant system for it. The fork setup gives you the ability to revalve the internals with the twist of a dial. You still have your clickers for compression and rebound, but you can change the valving as well. They also have a micro-finish they put on the fork and shock sliders to reduce friction. The shock was resprung, revalved, and coated. They also put an X-Trig quick-adjust collar on the shock to make sag changes easy.

The Kreft setup was as plush as any WP setup we've ever ridden and has a lot of room for adjustment should you need it. You could literally ride an off-road race with a super-soft setting and then, after a quick revalve, have it set up to handle the biggest jumps you can handle. It's

a clever setup, and it works. Pro Taper bars come stock on the '18, and we like the stock bend, so we kept them.

Factory Backing worked with us on the design of the graphics. We used a Cycra KTM front number plate and front fender, as well as a skid plate and mud flap to keep a custom sharp look. Nihilo Concepts provided billet titanium footpegs, gas cap, frame grip, ignition cover, and case saver and roller. We mounted Dunlop MX3S tires on the stock wheelsets. SuperSprox provided the chain and rear and front sprocket. CV4 made the radiator hoses to match our build. This Husky looks clean and unique simply with a change to the color scheme. On the track, it's a potent weapon. The

handling is class leading. The motor is crisp and strong with a throaty bark from the Pro Circuit exhaust.

It bears repeating that the Kreft suspension setup remains the best we've ridden on WP air forks. What we found out about them last year remains true. The range of adjustment made it easy to set up for multiple riders, and the ease of customization is amazing for different tracks and conditions.

The FC 450 is comfortable and predictable and felt like a true race bike with the addition of our minor modifications. From the quality hand controls and brakes to the razor-sharp footpegs, this is a bike any avid rider would love. To see the bike in action, head over to Racer X Online. ■

