



TC 300 Heritage 2025

Media information

For 2025, the Heritage motocross range from Husqvarna Mobility includes five limited edition models – the TC 125, TC 150, TC 250, TC 300, and the FC 350. Built upon proven technical platforms, each motorcycle is characterised by the distinctive livery that takes design inspiration from racing machines of the past.

All five models feature blue radiator shrouds exclusive to the Heritage range, together with a matching grippy seat cover. The finishing touch made to each machine is undoubtedly the striking graphics that sets the line-up apart from the standard offroad motorcycles.

Technical highlights

- Striking graphics inspired by racing machines of the past and blue radiator shrouds
- Modern chassis offers calculated flex and exceptional cornering agility
- Dunlop Geomax MX34 tyres for exceptional grip on all surfaces
- Throttle body fuel injection on 2-stroke engines ensures class-leading power and rideability
- Aluminium-polyamide hybrid subframe construction provides specifically calculated rigidity and advanced durability
- WP XACT 48 mm front forks with AER technology offer progressive end-of-stroke damping
- WP XACT rear shock design with CFD-optimised main piston and tool-free adjusters
- High-performance Brembo hydraulic clutch & brake system
- Premium-quality ProTaper handlebars and ODI grips
- Electric starter on all models powered by a lightweight Li-Ion 2.0 Ah battery



Features and benefits

Frame

The hydro-formed, laser-cut and robot-welded frame is expertly crafted. Constructed with specifically calculated parameters of longitudinal and torsional flex, the frame provides exceptional rider feedback, energy absorption and straight-line stability. Additionally, the frame features forged brackets for mounting the skid plate available as a Technical Accessory.

Rotational masses of the engine and the forged steering head connection have been specifically positioned to reduce chassis squat. Together with the shock mounting, which is not connected to the main tube, the anti-squat of the chassis has been optimised for exceptional balance on acceleration and turning. Also, the wall thickness of the frame has been optimised to achieve reliability and specific rigidity in high stress areas. For all 2025 models, material around the shock mount and steering head on the frame has been removed with the wall thickness towards the front of the frame reduced.

The effects of these changes are improved chassis flex and a 300 g weight saving. On track, the changes are noticeable with refined cornering behaviour, particularly on the approach to corners. Riders of all levels will benefit from these revisions.

Another highlight of the frame design is that the footrest mounts are positioned inwards, which makes them less susceptible to hooking on deep ruts or when scrubbing jumps. The overall size of the footrests has been optimised and designed with the help of state-of-the-art computational fluid dynamics (CFD). The one-piece steering head seal allows easier mounting in case of replacement or service and offers outstanding reliability.

The frame is finished off in a premium white powder coating. The standard frame protectors feature an optimised topology, guaranteeing superior protection, durability, and advanced grip in any condition.

- Frame offers refined flex and a 300 g weight reduction compared to the previous generation
- Specifically engineered longitudinal rigidity → exceptional rider feedback, energy absorption, and stability
- Optimised placement of rotational masses and shock mounting → refined anti-squat behaviour of the chassis
- Topology-optimised frame wall thickness for specific rigidity and reliability in high-stress areas
- Footrest mounts positioned inwards for reduced risk of hooking on deep ruts or when scrubbing
- Service friendly one-piece steering head seal → easier mounting, outstanding reliability
- Durable powder coated finish with standard frame protectors

Polyamide-reinforced aluminium subframe

Using 60% polyamide and 40% aluminium, the two-piece subframe has a total weight of just 1.8 kg. With the help of computational dynamics, specific rigidity was engineered into the light and robust subframe to deliver outstanding handling and rider comfort.

The lower subframe spars and frame mounts are made from cast aluminium to guarantee robustness and reliability where needed. The upper subframe is made from injection-moulded polyamide, enabling specific flex characteristics and allowing a lightweight construction.

- Topology-optimised polyamide/aluminium hybrid construction
- Lower subframe spars and frame mounts made from cast aluminium profiles → extremely robust and reliable with no weld joints
- Upper subframe made from injection-moulded polyamide → specific rigidity and flex benefit handling and comfort

Swingarm

The hollow die-cast aluminium swingarm is designed to offer optimal stiffness and reliability at the lowest possible weight. The topology has been optimised for optimal rigidity, while a state-of-the-art casting process reduces weight. To optimise and match the chassis flex characteristics, a 22 mm rear axle is fitted.

Additionally, the chain guard and chain slider have been designed for exceptional durability and less susceptibility to hooking on external objects. This design will help reduce dirt build up around the swingarm and chain guard, especially in extreme muddy conditions.

The machining of the swingarm improves the durability of the chain slider. Chain adjustment markings are visible from above to make for simpler adjustment.

- Swingarm and chain slider → designed for maximum durability
- Transitions aligned with swingarm surface; spring-steel mounted for optimal durability
- Die-cast swingarm → topology-optimised for optimal rigidity
- 22 mm rear axle optimised to match chassis flex characteristics



WP XACT front fork with AER technology

The 48 mm split air fork features a capsulated air spring and pressurised oil chamber for progressive and consistent damping. Oil and air bypasses reduce pressure peaks and, in combination with a mid-valve damping system, the fork provides exceptional feedback and rider comfort. A hydrostop helps prevent bottoming in the last 40 mm of travel. Additionally, rebound is also reduced leading to the fork being lower on initial acceleration after a hard landing.

Settings are easily adjusted via a single air-pressure preload valve, as well as via easy access click adjusters for compression and rebound. The fork protection ring increases protection against dirt intrusion on the fork seals. Additionally, the air pump needed to adjust the pressure of the air spring is provided as standard.

- Suspension settings → adjusted to suit the latest generation frame
- WP XACT front fork → 48 mm air type with split damping function
- Midvalve damping system → exceptional damping and consistent performance
- Capsulated air spring and pressurised oil chamber → progressive and consistent damping
- Hydrostop in fork legs → exceptional bottoming resistance and reduced rebound
- Progressive damping in last 40 mm of travel (total 305 mm)
- Reduced rebound → fork stays lower on initial acceleration after hard landings
- Easy access clicker dials → simple and fast clicker settings
- Fork seals → offer increased protection against dirt intrusion



WP XACT rear shock

The computational fluid dynamics (CFD) optimised main piston is used for exceptional initial comfort and provides strong hold-up. Differently sized flow holes allow the shims to open more easily and reduces the overall stress of oil flow and pressure on the shims. A lower weight also means less moving mass, resulting in less force on the main piston. A pressure balance inside the shock ensures consistent damping, resulting in superior rider comfort and feel.

A fully hand-adjustable dual compression control concept allows high and low-speed settings to be changed by hand. Together with the rebound adjuster, which is hand or tool adjustable, riders can adjust their shock settings without tools and without the help of a mechanic at the racetrack.

On top of the tool-free setting adjustment possibilities, the preload adjuster resists dirt intrusion. Additionally, a two-piece spring retainer allows for quick mounting without splitting the shock.

The rear linkage features a smaller linkage bolt that provides a weight saving when compared to the previous generation.

- Suspension settings → adjusted to latest generation frame
- Low friction linkage seals for a smooth rear shock response and advanced damping characteristics
- Smaller diameter linkage bolt for weight reduction and chassis flex
- CFD-optimised main piston for exceptional initial comfort and guarantees strong hold-up
- Optimised ground clearance → lower risk of damage in extreme bottoming-out situations
- Dual compression control allows high and low-speed settings to be adjusted by hand
- Rebound adjuster allows changing setting by hand or tool
- Preload adjuster prevents dirt intrusion and features a quick mounting concept
- Pressure balance inside the shock body → consistent damping
- Two-piece spring retainer allows for quick mounting and assembly of preload adjuster and shock

CNC-machined triple clamps

Made from high-grade aluminium, the 22 mm offset CNC-machined triple clamps provide a precise geometry of the fork clamps to ensure perfect alignment of the fork tubes and highly responsive and smooth fork action. The upper triple clamp works in harmony with the front forks offering superior handling and stability. A 3-way handlebar adjustment is standard and allows for customisable ergonomics.

Topology-optimised handlebar mounts provide increased grip surface for less handlebar twist at the same weight as the previous generation. Additionally, they allow for both rubber-damped and fixed mounting providing a customisable handlebar flex.

- Rubber-damped → less vibration, less precise front-end feel (OE)
- Fixed → increased vibration, more precise front-end feel

The front number plate integrates a protector which covers the lower triple clamp and prevents wear caused by roost.

- CNC-machined aluminium with anodised surface → finest quality and reliability
- Perfect clamping and alignment → smooth fork action
- Topology-optimised handlebar mounts → large grip surface for less handlebar twist
- Rubber damping on top clamp → reduces vibration, increased comfort
- Adjustable handlebar position → customisable ergonomics

Brembo hydraulic clutch

The high-performance Brembo hydraulic clutch system guarantees even wear, near maintenance-free operation, and perfect action in every condition. It means that play is constantly compensated so that the pressure point and function of the clutch remain identical in cold or hot conditions, as well as over time. Countless hours of race-focused testing have proven the exceptional reliability of the high-quality, Italian-made Brembo hydraulic system.

- Brembo hydraulic clutch system → perfect action and outstanding reliability in every condition

Brakes

The highest level of quality is guaranteed with class leading Brembo calipers and controls. The 260 mm front and 220 mm wave rear discs deliver superior stopping power, instilling confidence in all conditions.

For 2025, the rear brake pedal material is stronger to ensure the pedal is less susceptible to bending after impacts with external objects.

- Brembo brake calipers and high-performance discs → superior stopping power with greater control and confidence
- Strong material for rear brake pedal, less susceptible to bending

ProTaper handlebar

The ProTaper handlebar is second to none for function and style. Manufactured to exacting standards, the handlebar features class-leading fatigue resistance at a minimal weight. The handlebar bend provides comfort for all riders.

- ProTaper handlebar → class-leading function and style
- Husqvarna bend → optimal comfort

Grips and throttle assembly

The ODI lock-on grip on the left side does not require gluing, while on the right, the vulcanised grip features an innovative and integrated throttle mechanism. The assembly has easy free-play adjustment and, by changing a cam, throttle progression can be altered.

- Throttle assembly and ODI grips → easily alter throttle progression; easy grip mounting without glue

Start/stop switch

The combined start/stop switch on right side of handlebar allows for easy, intuitive starting and stopping of the engine.

Footrests

The CFD designed footrests offer a large surface for boot soles while being less susceptible to hooking on deep ruts, take-offs when scrubbing, or trackside barriers. This is achieved by a narrower mounting concept integrated into the frame design which also reduces weight. The result is better control of the machine in all conditions.

- Topology-optimised, die-cast footrests → low weight and less susceptible to dirt build-up
- Footrest mount integrated into frame → narrow profile is less susceptible to hooking on deep ruts

Wheels

Black high-strength alloy rims by D.I.D with laser engraved logos are coupled to CNC-machined hubs using lightweight spokes and silver anodised aluminium nipples. The nipples incorporate an advanced design reducing the frequency of spoke checks and maintenance.

- Lightweight but strong and reliable construction → minimum unsprung weight

Tyres

Dunlop GEOMAX MX34 motocross tyres feature next generation PCBT “Progressive Cornering Block Technology” on the shoulder tread blocks for a softer surface. This provides increased absorption and contact feel with the ground.

Additionally, the tyre tread pattern is designed to enhance control, traction, and durability.

- Developed in top-level AMA Supercross and Pro Motocross → enhanced acceleration, cornering performance, and steering feel
- Wide range of applications including sand, mud, and hard pack
- Exceptional performance through innovative carcass casing material

Keihin throttle body

The 2-stroke range feature a 39 mm Keihin throttle body. The injectors are positioned to ensure the most efficient flow into the combustion chamber. To ensure optimal throttle response, the throttle cable is mounted directly without a linkage to provide a more immediate throttle response and feel.

The 39 mm Keihin throttle body features dual injectors positioned for optimal flow and a more immediate throttle response thanks to direct cable mounting. Idle is controlled over the throttle valve (not over a bypass system as per Transfer Port Injection) with a dual injector setup – one low load injector and one “top-feed” oriented injector for maximum performance before throttle valve.

All in all, this provides much better idle control, more stable idle behaviour, and much better fuel-air mixture preparation. The results are more power, more response, and a larger possible fuel-air mixture operation window in comparison to TPI. Therefore, it reduces engine stalling, hesitations, and is less sensitive to different ambient conditions (e.g. temperature, altitude, humidity).

- 2-stroke throttle body → 39 mm with two injectors positioned for optimal flow and more immediate throttle response thanks to direct cable mounting

Exhaust system

Tailored specifically for each model using an innovative 3D design process, the 2-stroke header pipes offer optimal geometry, performance, and ground clearance, making them less susceptible to damage. The 2-stroke mufflers also feature an aluminium mounting bracket and advanced internal construction for excellent noise damping and weight saving.

- Compact exhausts → lightweight and engineered for optimal performance
- Header pipe mounted directly onto engine mount for easy serviceability
- Header joint position → removal of exhaust without removing rear shock

Map select switch

Designed for easy and intuitive operation, the map select switch comes as standard. It activates traction and launch control, selects between two engine maps (aggressive/smooth) and activates the Quickshift feature on 4-stroke models. Map 1 is the standard map for linear, predictable power, while Map 2 is an aggressive map for added throttle response and more explosive power output.

Electric start and Li-Ion battery

Along with the benefit of an easy electric starting system, a Li-Ion 2.0 Ah battery is fitted to the full range. The Li-Ion battery weighs approximately 1 kg less than a conventional lead/acid battery, so the convenience of electric starting is delivered while minimising overall weight.

- Electric starter → easy starting at all times
- Li-Ion battery → lightweight, 1 kg lighter than a conventional battery

Integrated cooling system and radiators

The WP radiators are expertly crafted using high-strength aluminium. CFD optimisation is used to channel air through the radiators more efficiently and provide optimal cooling in any condition. A large centre tube running through the frame reduces the pressure at this point, eliminates the need for additional hoses, and ensures a more consistent coolant flow. An internal thermostat adds reliability.

Additionally, the radiators are mounted close to the centre of gravity for to assist with the agile handling of each machine.

- Integrated cooling → maximum efficiency
- WP radiators → efficient for optimal cooling
- Large central tube → consistent coolant flow

Fuel tank

The 7.2 litre polythene fuel tanks incorporate a threaded filler cap and the fuel pump. A one-piece fuel pump with integrated filter provides optimal fuel supply and allows the tank to be emptied further at low fuel levels. The external fuel line is specifically positioned to make it less exposed and susceptible to damage.

The fuel tank rubber holds the tank firmly in place and protects the frame against chafing.

- Fuel tank rubber offers a secure fitment of the tank and protects the frame
- 7.2 litre polythene fuel tanks → larger capacity for extended running times
- One-piece fuel pump and filter for optimal fuel supply → tank can be emptied further at low fuel levels
- External fuel line routing → less exposed and susceptible to damage

Airbox and tool-less air filter access

The Computational Fluid Dynamics (CFD) optimised airbox is designed with precisely positioned inlet ducts to prevent air deformation and ensure maximum airflow and filter protection. The air filter is easily accessed, without tools, by removing the left side panel. Easy maintenance is guaranteed by the Twin Air filter element and filter cage design, which offers a simple fail-proof mounting system for safe and accurate filter installation.

A 1-piece air inlet sleeve and snorkel prevents air deformation thanks to the robust and strong design.

- Air intake sleeve and snorkel → 1-piece design prevents air deformation
- CFD optimised airbox → exceptional air flow and maximised filter protection
- Intuitive filter mounting system → safe and accurate protection against dirt
- Tool-less filter access → quick and easy maintenance
- High-flow airbox cover in the by-pack → added customisability of the engine response

Bodywork

The Heritage motocross range features new bodywork which clearly showcases Husqvarna Mobility's progressive approach to offroad motorcycles and the striking white, blue, and yellow graphics are inspired by racing machines of the past.

An optimised rider triangle for better knee contact, especially when riding in the standing position, inspires confidence for riders of every ability and enables them to perform at the highest level for extended periods of time. The slim contact surfaces on the bodywork allow the rider to move around easily on the machine for total control at all times.

The blue radiator shrouds provide a fresh, progressive, and distinctive look for the Heritage motocross range. In terms of ergonomics, there is no real change to the previous model years, but access to the rear shock adjusters is easy as the right-hand side shroud is made from a single piece of plastic.

The seat profile is 5 mm higher and wider at the pocket of the seat when compared to the previous generation. This reduces excessive rearward slipping while seated during heavy acceleration. A recessed pocket under the seat, just above the airbox, allows gripping and lifting of the bike.

- Radiator shrouds → progressive in design and made from one piece of plastic
- Modern seat profile → provides exceptional control in all conditions together with the high grip seat cover
- Rider triangle optimised for exceptional knee contact, especially when riding in the standing position
- Large contact surfaces → allows riders to grip the machine with their legs for maximum control
- Recessed grip pockets → allowing better grip to lift the machine

Engine

Using the proven foundations of the TC 250, the TC 300 Heritage model is capable of racing with 450 cc 4-strokes thanks to its versatile engine that delivers exceptional torque and peak power. The simplicity and low maintenance cost of this modern 2-stroke engine will make it a firm favourite amongst motocross riders of all abilities.

The lightweight engine is designed to provide maximum torque and a high-revving, 2-stroke character. Lightweight in construction, the engine design centralises mass, which plays a vital role in the handling and agility of the machine.

A fuel injection system (Keihin EFI, 39 mm throttle body in combination with Vitesco EMS) and an electronic exhaust control allow for a more compact engine design. This technology also allows for a tailor-made power delivery in each gear and for every situation.

Draining noses for liquids and added service markers on the engine (▲) clearly show where to use washers, making maintenance and service incredibly easy. Additionally, the aluminium diecast water pump cover is shared among all 2-stroke engines, making it easy for dealers to supply spare parts in the rare case it is needed.

- Pinnacle of performance → Compact & lightweight
- No jetting changes required → 2-stroke EFI technology
- Mass-centralisation → significant benefits in handling and manoeuvrability
- Easy serviceability of engine internals → service markers and draining noses for liquids

Cylinder head

The cylinder head features an external water temperature sensor for a clear indication of the engine's running condition. A "front" indication makes it close to impossible to mount the cylinder head the wrong way, which not only helps mechanics but also riders servicing engines by themselves.

The combustion chamber inserts follow the same logic. Mixing up inserts from different models is a thing of the past. All these details significantly improve the overall engine serviceability.

Motocross specific cylinder timing and porting results in a high compression ratio for the TC 300 Heritage model.

- "Front" indication on cylinder head → prevents incorrect installation
- Specific combustion chamber inserts → impossible to mix-up with inserts from other models
- Motocross specific cylinder timing and porting → pure motocross performance

Cylinder

The cylinder features a 72 mm bore. The highly innovative electronic exhaust control manages the opening of both the main exhaust and lateral exhaust ports via an actuator. On the TC 300 Heritage model, the lateral exhaust ports open first before the main exhaust port opens to deliver controllable power.

The machined finish on the upper contour of the exhaust port ensures accurate port timing for unrivalled performance in every situation.

- Electronical exhaust control → tailor-made, linear and predictable power delivery
- Machined exhaust port → outstanding performance and controllability

Crankshaft

The crankshaft is designed with weight reduction in mind to increase the liveliness and response of the engine. The perfect balance of rotating masses is achieved by balancing the weights of the crankshaft flywheel, the rotor, and the counter balancer shaft. With a perfect combination of these components, vibrations are kept to an absolute minimum. Engine internals are also positioned to ensure that the rotational mass created has very little effect on the handling of the motorcycle.

- Lightweight crankshaft → responsive engine character
- Combination of crankshaft, rotor, and counter balancer shaft → minimal vibration

Crankcases

The TC 300 Heritage model engine is designed with mass centralisation and weight minimization as a key theme. As a result, the lightweight engine casings are developed to house the shaft arrangements in the perfect position, centralising oscillating mass and improving rideability. The casings are manufactured using a high-pressure die cast production process, resulting in thin wall thickness while retaining exceptional reliability.

Clear service and oil level markings simplify serviceability. Additionally, the engine is connected to the frame with symmetrical engine mounts (left and right side) resulting in an optimised flex characteristic.

- Light and compact crankcase, optimised mass-centralisation
- Symmetrical engine mounts
- Easy serviceability of engine internals with added service markers and draining noses for liquids

Counter balancer shaft

The TC 300 Heritage model features a laterally mounted counter balancer shaft. This shaft significantly reduces vibrations resulting in a smoother and more comfortable ride with less rider fatigue.

- Counter balancer shaft → minimal vibration

EFI

The TC 300 Heritage model features Electronic Fuel Injection. In cooperation with Keihin, a 39 mm throttle body was developed to fulfil the needs of the innovative, state of the art 2-stroke injection system. The Electronic Control Unit (ECU) comes from Vitesco and works in harmony with the Keihin throttle body by always delivering the right amount of the fuel/air mixture. Therefore, the ECU continuously analyses water temperature, air temperature, ambient pressure, pressure within the crankcase, rpm, and throttle position to calculate the perfect fuel/air mixture for any riding situation.

Composite flaps on the outside of the reed valve case provide exceptional sealing of the intake tract. This design prevents excess fuel build-up in extreme up or downhill sections, which can lead to overly rich engine settings. Industry leaders Boyesen Inc. supplies the carbon membranes for the reed valve.

A beneficial side effect of the Electronic Fuel Injection and the ECU is the implementation of the innovative electronic exhaust control.

With all of this innovation, the TC 300 Heritage model features two engine maps. Map 1 is the standard, more mellow map for linear, predictable power, while Map 2 is the aggressive map for added throttle response and a stronger power output. Either map can be selected via the 2-stroke Map Select Switch on the left side of the handlebar.

- EFI by Keihin (39 mm throttle body) → optimal power delivery and performance in any condition (no more re-jetting)
- Reed valve design → guarantees a perfect fuel/air mixture even in the most extreme up or downhill sections

Electric start

The TC 300 Heritage model comes with electric start as standard. The starter motor comes without any intermediate shaft, saving weight and allowing a compact engine design with perfect integration. A robust but also compact cover protects the starter motor from damage caused by roost or rocks. The 12,8V 2 Ah Lithium-Ion battery is placed under the seat, close to the centre of gravity. The engine can easily be started by pressing the start button on the right side of the handlebar. A high-quality stator and pickup from Mitsuba are built into the engine for outstanding reliability and an efficient power supply for the electronics.

- Electric start → less time lost if the engine is stalled and easy to use
- High-quality stator and pickup from Mitsuba → advanced reliability and efficient power supply for electronics

Gearbox

The TC 300 Heritage features a 5-speed gearbox manufactured exclusively by Pankl Racing Systems and features motocross-specific ratios. Additionally, precise and easy shifting is guaranteed thanks to the shift lever, which prevents the build-up of dirt around the lever tip.

- 5-speed gearbox → precise and easy shifting
- Gear lever → optimal leverage, smoother and precise shifting
- Friction optimised shifting mechanism → less lever force required

Clutch

The TC 300 Heritage model features a Damped Diaphragm Steel (DDS) clutch. The exclusive characteristics of this system include a single diaphragm steel pressure plate instead of traditional coil springs. It integrates a damping system for better traction and durability. The clutch basket is a single-piece, CNC-machined steel component that allows the use of thin steel plates and contributes to the compact design of the engine.

- DDS clutch → light action with integrated damping system, increased traction, and reliability
- CNC-machined steel clutch basket → consistent action and exceptional durability



Functional Apparel

MX 9 Mips® Authentic Helmet

The MX 9 Mips® Authentic Helmet is a quality piece of protective apparel equipped with multiple features to ensure safety and comfort. Inside the lightweight thermoplastic shell, Mips® impact management is fitted between the EPS and the removable and washable Ionic+™ antimicrobial liner to reduce the rotational motion transferred to the brain in the event of a crash. Additionally, the shell incorporates the Velocity Flow Ventilation™ system and a fully ventilated, EPS-lined chin section that channels clean air into the helmet for effective cooling on warmer days. The MX 9 Mips® Authentic Helmet is made for Husqvarna Mobility by Bell Helmets.

Authentic Jerseys (blue and yellow)

Combining durability with style, the Authentic Jerseys are the race shirt of choice for many motocross riders. The finely ventilated polyester fabric and the raglan-style sleeves ensure comfort in all conditions with the fade-free design of each jersey matching perfectly with the Heritage models.

Authentic Pants

Designed to be hard-wearing and stylish, the Authentic Pants are reinforced with Cordura® throughout and feature a fade-free, sublimated print. Durability extends to the inner knee area where the heatproof and abrasion-resistant leather panels are exceptionally strong while remaining flexible. For maximum cooling, perforated ventilation zones channel air into the pants for assured comfort.



Velocity 4.5 Goggles

With an anti-fog, 170° WideVision Lens, the Velocity 4.5 Goggles provide clear vision in all weather conditions. A comfortable, dual-layer face foam wicks away sweat effectively while the open design on the lower side of the frame allows dirt to fall away in muddy conditions. The premium, high-performance Velocity 4.5 Goggles are made by Leatt exclusively for Husqvarna Mobility.

Authentic Gloves (blue and grey)

An innovative Nanofront® material on the palms ensure the Authentic Gloves provide a heightened level of feel on the grips. Mesh panels on the sides of the fingers offer exceptional cooling and comfort. Overall, the lightweight and unrestrictive design of the gloves enhance the overall riding experience. The Authentic Gloves use a reliable TPR Velcro fastener for a secure and comfortable fit.

X-Power Boots

Providing maximum support and safety without restricting movement or control, the X-Power Boots allow riders to compete with confidence. The micro-adjustable buckles ensure a perfect fit and for a secure fitment feature a clever design that prevents them from opening unintentionally upon impact. A blue and grey colourway creates a distinctive look while the flex system, nylon insole, removable instep support, and inner gaiter round out the features. The X-Power Boots are made in Europe exclusively for Husqvarna Mobility by SIDI.

Technical Accessories



Factory Racing 2-stroke Line

Boost the engine performance and throttle response from the 2-stroke Heritage machines by fitting a Factory Racing Line exhaust system. Consisting of a Factory Racing expansion chamber and Akrapovič „Slip-on Line“ silencer, the exhaust set-up allows all riders to take advantage of the increased power and torque. The expansion chamber is untreated for a Factory Racing look and is lighter by almost 20% when compared to the standard version. Made from high-grade titanium, the Akrapovič „Slip-on Line“ silencer also saves significant weight and complies with current FIM sound regulations.



Factory Racing Triple Clamps

Customise the handling of all Heritage models with the Factory Racing Triple Clamps. Engineered to ensure a perfect fork alignment with no ovalisation, the end result is a smoother fork response for improved performance and stability. The CNC-milled aluminium triple clamp offers two offset positions for personalised ergonomics – a 20 mm option makes each model more stable at high speed while the 22 mm alternative offers enhanced cornering agility. With the steering stem and lower bearing pre-installed, the Factory Racing Triple Clamp is easy to fit and available with either a black or blue anodised finish.



Preload Adjuster Set

By fitting the Preload Adjuster Set, the performance of the WP XACT forks can be fine-tuned quickly and easily by hand. Precisely CNC-milled from high-strength aluminium for a premium finish, which is further highlighted by the red-anodised adjuster, the Preload Adjuster Set delivers both convenience and style.

Skid Plate with Linkage Protection

An injection-moulded plastic construction ensures the Skid Plate with Linkage Protection is a lightweight and effective solution to protecting the engine and frame while the linkage guard extension allows the machine to easily glide over obstacles. Manufactured to be strong and durable, the Skid Plate with Linkage Protection has been tested and developed for use in the most challenging of offroad conditions.

Swingarm Protection

Preventing scratches and damage, the Swingarm Protection is an easy to install solution to maintaining the appearance of the swingarm. With the kit made from black plastic, it subtly enhances the overall look of the Heritage machines.

Connectivity Unit GPS Fender Kit

Fitting a Connectivity Unit and GPS Fender Kit unlocks extensive customisation possibilities once paired with the Ride Husqvarna Motorcycles app. Multiple engine maps can be created and applied depending on the track conditions. The app also features recommended suspension settings based on the speed and weight of any rider. The GPS Fender Kit records every lap and within the app detailed analytics are displayed to ensure you take the fastest line around every race track.



Click here and find more information on our website.

www.husqvarna-motorcycles.com