



TC 85 2025

Media information

The new TC 85 is the perfect machine for riders aged 11 to 15 years old who are moving up from the 65 cc class as well as for riders entering the sport for the first time. It allows them to develop their skills and approach the full-size classes consciously with a machine that suits their needs, bringing them from the entry-level stages up to the competition classes.

The TC 85 is a proven machine that will allow future champions to compete in national and international classes as it provides young riders with the best overall package in terms of technology and power.

The performance of the TC 85 is class-leading with ergonomics scaled down from the full-size motocross machines. For the first time, the TC 85 was developed with feedback from a variety of highly skilled international test riders from Europe, the USA, and Australia. Over the last two years, these young riders raced the TC 85 to success in both national and international championships.

The updated machine offers significantly enhanced handling thanks to the new frame design and riders familiar with the old platform will immediately notice the improved rideability. Less input is required to corner, meaning that riders of all levels will benefit from the revisions made. The improvements to the engine deliver better performance in the low and mid rpm range. Therefore, young riders will not only experience faster lap times, but they will also see notable enhancements to their race pace over longer distances on the new TC 85.

Technical highlights

NEW BODYWORK

- SCALED DOWN FROM THE FULL-SIZE MACHINES WITH ERGONOMICS TO SUIT YOUTH RIDER

MIBA HYDRAULIC CLUTCH SYSTEM

- CONSISTENT ACTION AND DURABILITY

NEW FRAME

- WITH REVISED GEOMETRY FOR IMPROVED STABILITY AND HANDLING

HIGH-GRIP SEAT COVER

- MAXIMUM COMFORT AND CONTROL

PREMIUM COMPONENTS

- ENSURES BEST-IN-CLASS PERFORMANCE AND DURABILITY

NEW GRAPHICS

- REPLICATING THE SAME THE DESIGN AS THE FULL-SIZE MODELS FOR A MODERN, UNIFIED LOOK

EASILY ADJUSTABLE WP XACT FORKS

- OPTIMAL PERFORMANCE AND LOW WEIGHT

NEW WP XACT REAR SHOCK WITH SHORTER TRAVEL

- REFINES BALANCE AND STABILITY

BLACK EXCEL RIMS

AND CNC-MACHINED HUBS

- LOW UNSPRUNG WEIGHT AND EXCEPTIONAL STRENGTH

FORMULA BRAKES AND GALFER DISCS

- DELIVER BEST-IN-CLASS STOPPING POWER

REVISED ENGINE

- DELIVERS A SIGNIFICANT BOOST FROM LOW TO MID-RANGE POWER

TWO ENGINE MAPS

- FOR MAXIMUM PERFORMANCE AND RELIABILITY IN ALL CONDITIONS

MAXXIS MAXXCROSS MX-ST TYRES

- EXCEPTIONAL STRAIGHT-LINE STABILITY AND EXCELLENT TRACTION

NEW SWINGARM

- 300 G LIGHTER AND MADE USING AN UPDATED PROCESS FOR OPTIMAL RIGIDITY



Features and benefits

Frame

The high-strength chromium molybdenum steel frame is a completely new design and marks a significant step forward compared to the previous generation. It is a new frame with the base concept taken over from the full-size TC models.

The frame integrates carefully calculated parameters of longitudinal flex and torsional rigidity to benefit handling and suspension functionality. Together with forged connecting parts, an unprecedented quality of the frame could be achieved.

The rear shock is mounted on the upper frame tube and the frame loops in the same way as on our full-size models to provide a better feeling while riding. The benefit of this concept comes into play with big jumps, hard impacts, and rough tracks. The result is a more stable, rigid, and planted feel for the whole machine and is easier to ride, even in the most demanding conditions.

Introducing a new frame allowed the research and development department to bring in the most innovative solutions to guarantee the best riding experience for children. The steering head angle is now 63.5°, which is a half-degree reduction when compared against the previous generation (64° for the old generation), and it is positioned 6 mm closer to the centre of the chassis. This change was developed to guarantee better cornering and a more planted feeling during high-speed acceleration.

The engine position was changed to guarantee the best integration with the new frame layout. The engine is now rotated 3 degrees upwards at the front and maintains the same connection point with the swingarm. This ensures the most effective weight distribution and an advanced bike feeling in corners and jumps.

Another improvement of the new TC 85 frame design is the wider steering angle. Now 35° (33° on the old generation), it is easier to manoeuvre the machine.

The dark blue metallic powder-coated frame on the TC 85 features frame protectors as standard, just like all other models in the line-up. The frame protectors are dark blue and feature a matt finish with a textured surface that allows riders to grip the TC 85 with their legs.

Subframe

Using a polyamide glass fibre reinforced aluminium one-piece subframe ensures a low weight and integrates holders for electronics, support for the seat, and a mount for the hour meter.

Specific rigidity was engineered into the light and robust subframe, delivering outstanding handling and rider feedback thanks to the improved stiffness.

The lower subframe spars and frame mounts are made from aluminium inlets, guaranteeing robustness and reliability. The upper subframe is made from injection moulded polyamide, bringing in specific flex characteristics and allowing an overall lightweight construction.

This new hybrid construction was initially introduced on the full-size TC models for 2023 and now finds its way onto the TC 85.



Swingarm

Manufactured using a gravity die-cast production process, the one-piece aluminium swingarm offers exceptional strength at the lowest possible weight. The topology has been optimised for a calculated amount of rigidity while an improved casting process reduces the weight by 300 g (from 3.1 kg on the previous generation to 2.8 kg for the new one). To match the chassis flex characteristics, a 20 mm rear axle is fitted.

The new frame construction and the reduced rear shock travel impact the swingarm angle. The objective of developing this concept is to bring the essence of the full-size construction into a scaled-down version. The new swingarm angle is 2.3° flatter than on the previous generation, primarily influenced by the reduction in shock travel. This adjustment enables improved rider mobility on the bike and minimises any potential interference with the seat when riding stood up.

The chain guard and chain glider are designed to be durable. Thanks to the new swingarm design it was possible to incorporate the same chain adjustment markings as found on the full-size machines to ensure accurate chain tension. The design also prevents dirt build up around the swingarm and chain guard in extreme muddy conditions.

Footpegs

The all-new, “no-dirt” footrests offer a bigger surface area to step on while being less susceptible to catching on deep ruts, take offs when scrubbing, or trackside barriers. The result is better control of the machine in all conditions. This was achieved by an improvement to the mounting concept that was optimised to the new frame design with the additional benefit of reducing weight.

- New, topology optimised, die cast footrests with reduced weight and less chance of dirt build up.
- More grip leads to more stability for the rider.
- Big benefit on tracks with deep ruts from full-size machines are no more catching of foot pegs due to no dirt implementation.

WP XACT front suspension

Mirroring the latest technology found in the full-size motocross range, the TC 85 features the latest WP suspension technology.

Up front, the WP XACT fork with AER technology consists of a 43 mm split-fork design using a capsulated air spring in the left leg and the trusted oil damping system in the right leg. Adjustment is made simple thanks to a single air pressure valve (charged using the supplied air pump) for preload, and easy access clickers for compression and rebound. The components offer advanced damping characteristics while being significantly lighter than conventional spring forks and offer 278 mm of travel. To ensure a perfectly balanced machine after a new WP shock was introduced for 2025, the air spring pressure has been reduced to 4.8 bar from 5 bar.

- WP XACT 43 mm → advanced damping characteristics
- Simple adjustment → single air chamber with pump supplied, easy access clickers

For the TC 85 there will also be a WP XACT Pro Components cartridge kit offered to transfer the air fork into a conventional spring fork.

Triple clamps

The forged triple clamps feature perfect alignment of the fork tubes and precise geometry of the fork clamps to ensure a highly responsive and smooth fork action. They typically feature a more “forgiving” flex character compared to CNC machined triple clamps. The design of the triple clamps is unchanged to the previous generation, only the treatment/milling on top is slightly different as it integrates the mounting for the front number plate (before in the front of the number plate).

The front number plate integrates a triple clamp protector, which covers the lower triple clamp and protects it from wear received from roost.

For the TC 85 there is a CNC-machined black triple clamp with WP logo offered as a Technical Accessory.

WP XACT rear suspension

Mirroring the latest technology found in the full-size motocross range, the TC 85 features a new WP shock.

Linked directly to the swingarm (PDS technology), the all-new WP XACT monoshock is matched perfectly to the front forks for perfect balance and damping characteristics. The new rear shock mounting point is different from the old concept, considering the updated frame and subframe design. This allowed a more compact rear shock design with a shortened stroke. The shock angle stays the same as the previous generation but considering the shortened length and keeping the same connection point at the top of the frame, the swingarm is more level.

On the previous generation TC 85, the rear suspension travel was much higher. When comparing the previous TC 85 and its suspension travel to our full-size models and their suspension travel, it was discovered to be too much, leading to an uncontrolled action from the rear shock.

The rear shock now offers 289 mm of suspension travel (previous generation 305 mm), and it is fully adjustable in preload, compression, and rebound. This allows it to be tailored to rider preferences or track conditions without the need of expensive suspension upgrades.

The new TC 85 has a much more planted feel, offering better traction, controllability, and handling thanks to its new rear shock design and the correct suspension travel for its size.



Handlebars and grips

The tapered black Neken branded handlebar is made of high-quality aluminium ensuring improved stability, vibration damping, and safety. Its diameter shrinks from the central 28 mm area to 22 mm, which means the TC 85 features “full-size” grips. With the new handlebar, the markings on them are engraved and now face the rider to make positioning them easier than in the past.

The handlebar bend has been reinvented with the specific needs of 85 cc riders in mind (more like a full-size handlebar now). The TC 85 now offers a modern feel and much-improved riding experience.

The left ODI grip is mounted securely with a bolt while a vulcanised ODI grip is mounted on the right-side throttle assembly. The TC 85 grips are black and taken from the full-size models while a bar pad protects the rider upon heavy landings.

Alternative grips, levers, and handlebars are available as Technical Accessories and give riders freedom to fully personalise their machine to suit their height and preferences.

Brakes

Floating brake callipers from Formula with a 240 mm wave disc up front (20 mm less than the full-size models) and 220 mm wave disc at the rear (same dimension as the full-size) provide exceptional feel and consistent brake pad wear to ensure confident braking in any riding condition.

The front brake is a take-over from the previous generation while for the rear all parts remain the same besides the connection plate with the new swingarm and the redesigned master cylinder that no longer interferes with the rider’s boot

- Brake callipers, master cylinders, levers, and brake assemblies provided by Formula.
- Front and rear discs are from Galfer.

Wheels and tyres

Black Excel branded rims and CNC machined hubs are fitted with Maxxis tyres that deliver outstanding performance on a variety of terrain. The hub and rear sprocket are silver.

The TC 85 is equipped with MAXXIS MAXXCROSS MX-ST tyres, the pattern design and rubber compound deliver exceptional straight-line stability and excellent traction and predictability.

The front hub is a takeover from the previous generation while the rear hub has some adaptation due to the new swingarm and brake holding plate design. The rear hub also includes a new sealing from the full-size models.

The TC 85 is available to buy with two-wheel size options: 19/16 and 17/14. The TC 85 is fully developed to allow the best riding experience with either wheel size option installed.

Radiator

Featuring state-of-the-art technology, the TC 85 uses a liquid cooling system to cool the cylinder as well as the crankcases.

The all-new TC 85 radiators are produced by Pankl, inspired by the full-size concept on the TC models and feature basically the same design (reduced in size to fit the TC 85). The radiators are installed with frame protectors.

Air box and filter

The airbox is designed with precisely positioned inlet ducts to prevent air deformation, ensuring maximum airflow and filter protection. The air filter is easily accessed without tools, by removing the left side panel. The Twin Air filter and filter cage design guarantees easy maintenance, which features a simple fail-proof mounting system for safe and accurate filter installation.

The new airbox concept features a conventional suction sleeve, connecting the airbox with the carburettor. Air ducts positioned on the top side of the airbox improve airflow for better thermodynamics and engine management.

Tank

The tank volume is largely unchanged. The general design of the tank was updated to work together with the new frame and bodywork. The TC 85 tank features a cap like the full-size motocross models and holds approximately 5 litres of fuel.

Hour meter

An hour meter is included with every TC 85. It can be mounted in the same position as on the full-size models (behind front number plate) or under the seat, connected to the upper part of the subframe.

Bodywork

The all-new bodywork of the TC 85 showcases the continued development of the TC 85. A carefully balanced, scaled-down design of the full-size TC bodywork finds its way onto the machine and not only creates an unparalleled aesthetic appeal, but also provides young riders with an exceptional riding experience and sensation.

The TC 85 is slimmer overall compared to the previous generation. Due to the new frame, shock, and swingarm construction, the rear of the bike is lower, ensuring that all riders can maximise the use of the seat without any interference. The rear side panels are kept as close as possible to the frame and subframe for the sportiest ergonomics possible (narrower than on the previous generation) and allow youngsters to grip the machine with their knees when riding stood up.

The front number plate incorporates plastic guards to protect the lower triple clamp from roost. The seat is now mounted using a bolt located at the front for easy maintenance.

Seat height configuration:

- 17/14 – 835 mm
- 19/16 – 861 mm

Graphics

Scaled down from the full-size motocross models, the TC 85 features striking new graphics for 2025. They are applied using an in-mould process to ensure the best durability and quality.

The grippy seat cover texture is the same material as found on the full-size machines for a clean look and maximum grip when accelerating.



Engine

The updated and improved 85 cc engine for 2025 is the result of the research and development department introducing new parts and revising others to reach an even higher engine performance. The engine is not a completely new development.

Main features and benefits:

- Overall improved engine performance in low and mid rpm range.
- Proven performance at high rpm.
- The engine creates better torque and the same level of peak power, resulting in better rideability and more bottom end power.

Newly developed parts:

- New cylinder head and spark plug
- New ignition
- New exhaust pipe
- Updated carburettor settings
- New shift drum



Engine

Featuring the latest 2-stroke technology, the TC 85 is highly competitive, keeping it ahead of its competition. The engine features the latest technology to deliver the highest performance in the 85 cc class.

The updated engine construction resulted in a weight reduction of 120 g compared to the previous generation with the weight savings achieved by the new ignition, head insert, and spark plug.

Apart from using the lightest and most durable materials, the engine features a controlled exhaust valve which contributes to delivering top-level performance. Additionally, the engine features a manual 6-speed gearbox and a hydraulic clutch that allows the rider to have full control of the power delivery.

Two mappings are available as standard for the TC 85 with each one delivering a specific riding experience. The standard mapping is suggested for almost all conditions, and is engaged if the connector is plugged in. By unplugging the connector, the engine modifies its behaviour into the sand track mapping to prevent the engine from getting too hot. The connector will define the application of two ignition curves, guaranteeing the same peak performance with both mappings. The connector is located under the fuel tank area and is not easily accessible. Therefore, a Map Select Switch is available as a Technical Accessory so that changes between maps are easy to make.

Crankcases

The crankcases have been designed to house the internal components of the engine in the perfect position to achieve the ideal centre of gravity while adding the least possible weight. The casings are manufactured using a high-pressure die-cast production process, resulting in thin wall thickness while retaining exceptional reliability.

Engine covers

The new clutch cover features a new design while keeping the same fitment and a premium, powder-coated finish.

The new, black ignition cover comes with an optimised sealing concept to prevent water ingress. Technically, the part features the same functionality but incorporates a new design.

Cylinder

The high-performance cylinder is made from lightweight and durable aluminium and incorporates a controlled exhaust valve which provides unrivalled performance within the highly competitive 85 cc class.

The cylinder has a bore and stroke of 47 / 48.95 mm.

Cylinder head and spark plug

The cylinder head is a newly developed part that allows for a better power delivery in the low and medium rpm, reducing the need to use the clutch in loamy or sandy conditions. The new construction moved the coolant channel closer to the centre of the cylinder head to ensure an easy integration for the new radiators.

The combustion chamber is redesigned to accommodate the new spark plug. The decision was made to use a smaller spark plug, moving to an M10 size from the M14 found on the previous generation. The reason behind the adaptation is that the combustion is more effective with a smaller spark plug, reducing the compression ratio.

With this new construction, the 85cc engine offers better combustion and less compression, generating more power and torque.

Ignition

A new digital ignition made by Hidria finds its way onto the TC 85 with the CDI box introducing improved processing power and a new ignition curve.

Carburettor

The well-known and proven Keihin PWK 28 carburettor is unchanged when compared to the previous generation. Updated jetting settings have been introduced to ensure the cylinder head, spark plug, and exhaust work together to deliver the best performance from the updated engine.

Included with each TC 85 are various jets that can be used to adjust the settings according to the circuit conditions. In the user manual, recommended jetting settings for various situations and track surfaces are included.

Two engine map options are offered with the TC 85: rich and lean.

The TC 85 will be equipped as standard with the rich setting to give faster riders the performance they need. The lean option is more oriented for beginner to intermediate riders as it delivers a controllable power delivery and smoother response.

Exhaust

A completely new exhaust system, manufactured in the same way the full-size machines, improves performance. With the removal of all internal welding seams, exhaust flow is optimised, which results in a substantial improvement to overall power.

The new geometry and layout of the header pipe allows the engine to perform better, especially in the bottom to mid-range, without losing any top-end power.

The silencer has been updated and now comes with a black-anodised finish.

Clutch

The reliable and light hydraulic clutch system from Miba guarantees even wear, near maintenance-free operation, and perfect action in every condition. This means that free play is constantly compensated so that the pressure point and function of the clutch remains identical in cold or hot conditions, as well as over time.

The clutch basket made from steel allows a better disengagement of the clutch over its life span.

Transmission

The complete transmission has undergone a careful investigation with intense calculations.

The general durability and quality of the transmission is now significantly improved while keeping the same performance and feel for the rider. This was achieved by the usage of new materials and an adapted production process of the gearbox.

Shifting mechanism

The gearbox keeps the same technical structure and functionality as the previous generation. The only update made was to the shift drum, which now has a coated finish for smoother shifting and improved reliability.

The forged shift lever offers an improved functionality and features a full-size inspired design. The tip is foldable and features a “no-dirt” design.

Sprocket front

The 13-tooth front sprocket is installed with a bolt like the full-size models for a reliable fitment.

The sprocket cover features openings to access the shift lever mounting bolt for easy adjustment of the shift lever. Additionally, accessing the oil drain plug has been considered in the design of the cover.



Apparel



Kids Railed Helmet

To ensure all children ride with maximum protection, the Kids Railed Helmet is made with multiple safety features including a dual-density EPS, easily removable cheek pads, and a lightweight fibreglass shell. For assured comfort, the moisture-wicking helmet liner can be quickly removed for regular washing and is effortlessly snapped back into place once dry. An adjustable peak and outer edge designed for neck brace wearers highlights the versatility of the Kids Railed Helmet.

4.5 Kids Chest Protector

By protecting the chest, back, and both sides, the 4.5 Kids Chest Protector ensures children can ride with their full upper body protected. To aid comfort and manoeuvrability, multiple mesh panels allow air to pass through with the overall design ensuring unrestricted movement. This means youngsters can perform at their best for extended periods and for riders who wear neck braces, they can take advantage of the innovative BraceOn™ system. The 4.5 Kids Chest Protector is made by industry leader in safety apparel, Leatt.



Kids Railed Pants

Multiple stretch panels and mesh inserts ensure the Kids Railed Pants offer young riders complete freedom of movement and unrivalled comfort. To ensure durability, the high-performance pants are reinforced with Cordura® while the inside of the knee area is heatproof and abrasion-resistant thanks to its Kevlar® construction.



Kids Railed Goggles

A sweat-absorbing two-layer face foam, anti-fog and anti-scratch lens, and adjustable strap with silicone strips to hold them in place highlight the key features of the Kids Railed Goggles. With colours to match both the TC 85 and the Kids Railed Helmet, the goggles are the perfect choice for any youngster looking to ride with a stylish set-up.

Kids Railed Shirt

With a fade-free print and three-colour design, in addition to multiple ventilation zones, the Kids Railed Shirt is a high-performance motocross shirt. Designed to be worn in all conditions, the soft polyester fabric and raglan sleeves ensures youngsters compete in maximum comfort.



Kids Railed Gloves

The Kids Railed Gloves are performance motocross gloves designed specifically for children. Low in weight and with Lycra® used on the sides of the fingers, the gloves offer exceptional comfort. The fade-free design on the back of the gloves ensures a long-lasting look while a secure, adjustable TPR Velcro closure system ensures a perfect fit.

Kids Flame Boots

The Kids Flame Boots allow every child to compete with maximum safety and style. Three micro-adjustable buckles ensure a personalised fit while the perfectly positioned flex system offers unrestricted ankle movements for total control of the motorcycle. With the Kids Flame Boots manufactured by Sidi, young riders can expect the very best on-track performance.



Technical Accessories



Factory Triple Clamp

The Factory Triple Clamp is expertly crafted from CNC-milled aluminium then anodised blue/black (TBC) to replicate the professional look of Husqvarna Factory Racing. The clamps ensure a perfect alignment of the WP forks for a smooth suspension action, enhanced stability, and improved rider feedback. An optimally tuned steering stem further refines overall handling and with the lower steering bearing pre-installed, the clamps are easy to fit.

FMF Fatty Expansion Chamber

Made from extra-strong steel and finished with a nickel-plated coating, the FMF Fatty Expansion Chamber is incredibly durable and delivers improved power across the rev-range. The FMF Fatty Expansion Chamber is simple to mount onto the TC 85 and offers bolt-on performance to the benefit of all riders.



FMF Powercore 2 Silencer

Requiring just one bolt to install, fitting the FMF Powercore 2 Silencer is a fast and efficient way to enhance the TC 85. With its housing manufactured from high-grade aluminium and finished with a stainless-steel end cap, the silencer offers a strong construction and is lighter than the standard version. For maximum power, the FMF Powercore 2 Silencer should be fitted with the FMF Fatty Expansion Chamber for optimised performance.



Hinson Clutch Cover

Adding strength and style to the TC 85, the Hinson Clutch Cover, with its hard-anodised finish, is precision-machined and considerably more durable than the standard cover. With its CNC-milled aluminium construction, the Hinson Clutch Cover is low in weight and an essential upgrade for enhanced durability.





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