



FE 350 Pro 2025

Media information

To provide ambitious enduro racers with a competitive edge, the Enduro Pro models from Husqvarna Mobility are built with winning intent.

Characterised by its new black and white bodywork and graphics for 2025, together with a white powder coated frame, the appearance of the Enduro Pro line-up is certainly distinctive. Completing the look while providing exceptional control in all conditions is the high-grip seat cover that features additional ribs to help keep riders locked in place under hard acceleration.

For 2025, the performance of the WP XACT Closed Cartridge fork is enhanced thanks to the introduction of a new spring preloaded base valve. By using the preload adjuster on the top of the fork leg, a more precise high-speed compression setting can be achieved for every rider. The proven WP XACT rear shock is easily adjustable by hand to ensure that all riders can create a personalised suspension set-up.

The Enduro Pro line-up showcases Husqvarna Mobility's progressive approach to building competitive offroad machinery with both models assembled with a premium selection of components. These include the LED headlight, Brembo hydraulic clutch and brake systems, high-performance GALFER discs, Supersprox rear sprocket, a Factory Racing wheelset built with high-strength EXCEL Takasago rims, Michelin enduro tyres, ProTaper handlebars, and soft compound ODI grips.

Technical highlights

- New competition-inspired graphics and black and white bodywork
- Revised WP XACT Closed Cartridge front forks offer adjustable and progressive high-speed compression damping
- WP XACT rear shock design with CFD-optimised main piston and tool-free adjusters
- Factory Racing approved, Brembo hydraulic clutch and brake systems
- High-performance GALFER brake discs front and rear
- Factory Racing wheelset with high-strength EXCEL Takasago rims
- Competition seat cover with additional ribs
- Polyamide skid plate with added linkage protection
- Front and rear brake disc protectors
- Supersprox rear sprocket
- Multifunctional Map Select Switch offers two engine maps
- Offroad Control Unit (OCU) for highest level of reliability and user-friendly serviceability of electronics
- High-performance LED headlight unit for exceptional light output
- Premium-quality ProTaper handlebar
- Soft compound ODI grips
- Electric start 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 and 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 to mount a heavy-duty skid plate with added linkage protection.

The wall thickness of the frame has been optimised to increase reliability and specific rigidity in high-stress areas such as the steering head and the shock mounts. Parallel frame mounts (same position on left and right sides) improve chassis flex characteristics, while stability characteristics remain unrivalled. Together with the shock mounting, which is no longer connected to the main tube, chassis anti-squat has been significantly improved.

Another highlight of the frame topology is that the footrest mounting positions have been moved inwards, resulting in less susceptibility to hooking in deep ruts or when scrubbing jumps. The overall size of the footrests has been maximised, 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 exceptional reliability. Additionally, the head tube is closed to prevent the ingress of water, dust, or fuel from the overflow hose intruding and potentially damaging the bearings. The fuel overflow hose now is routed downwards and sideways.

The steering lock system that is clamped in place under the upper triple clamp guarantees perfect functionality and is easily replaced by removing the upper fork crown.

A forged one-piece side-stand design is perfectly integrated and provides a convenient and stable option for when the machine needs to be parked.

The frame finish is durable white powder-coating. The standard 2-component frame protectors guarantee superior protection, durability, and advanced grip in any condition.

- Specifically engineered longitudinal rigidity → exceptional rider feedback, energy absorption and stability
- Optimised placement of rotational engine masses and shock mounting → significantly positioned to minimise chassis squat
- Topology-optimised frame wall thickness for specific rigidity and increased reliability in high-stress areas (e.g., steering head, shock mount)
- Parallel frame mounts (same position on left and right side) for refined flex characteristics
- Inward mounting position for the footrests reduces the risk of hooking on deep ruts
- Service friendly one-piece steering head seal → easier mounting, advanced reliability
- Durable powder-coated finish with 2-component Factory Racing frame protectors
- Closed head tube and new routing for fuel tank overflow hose
- Forged one-piece side-stand → convenient parking solution for both machines
- Steering lock system → removable without cutting of frame

Polyamide-reinforced aluminium subframe

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

The lower subframe spars and frame mounts are made from extruded aluminium profiles to guarantee robustness and reliability. The upper subframe is a perfect combination of injection-moulded polyamide and 3D formed aluminium, enabling specific flex characteristics and providing a reliable construction.

- Topology-optimised polyamide/aluminium hybrid construction
- Lower subframe spars and frame mounts made from 3D formed aluminium profiles → extremely robust and reliable (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 the casting process minimises weight. In order 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 to be durable and less susceptible to hooking on external objects. The design reduces dirt build up around the swingarm and chain guard, especially in extreme muddy conditions.

Chain adjustment markings are also visible from above to make for simpler adjustment.

- Die-cast swingarm → topology-optimised for optimal rigidity
- Innovative casting process for minimal weight
- 22 mm rear axle optimised to match chassis flex characteristics
- Durable chain guard and chain slider
- Aligned with swingarm surface; spring-steel mounted for increased durability
- Overall, less susceptible to hooking up on external objects



WP XACT Closed Cartridge fork

The WP XACT Closed Cartridge fork remains to come with 48 mm of diameter while the total length increased from 928 mm (previous model generation) to 940 mm.

Fast and consistent damping characteristics are guaranteed thanks to a closed cartridge spring design which optimises the oil flow within the cartridge and has been adapted from the market leading WP Pro Component technology. This setup avoids unwanted foaming of oil which would lead to a less consistent damping behaviour. Additionally, the spring preloaded base valve provides precise high-speed compression damping that can be further customised with the new preload adjuster on the top cap.

A hydrostop in the last 68 mm of the stroke helps to keep a maximum of reserves in extreme riding situations such as large jumps and flat landings (e.g., special stages of enduro races). The fork seals come with an optimised design to reduce abrasion from the fork movement.

The fork is fully adjustable in rebound (36 clicks) and compression (36 clicks). Hand adjustable clickers on the bottom of the fork shoe and fork top cap allow riders to change settings on the fly without the need of tools.

An additional supporting strap mounted on the fork makes it easier to stand your motorcycle up in extreme conditions.

- WP XACT Closed Cartridge spring fork → fast and consistent damping characteristics, superior performance for any riding level
- Mid-valve piston → fully filled oil cartridge, no foaming of oil
- Hydrostop → high damping reserves for strong impacts and jumps (no abrupt hardening)
- Optimised fork seals → reduced abrasion from fork movement
- New base valve preload adjuster → via easy access clicker dial
- Fully adjustable → rebound and compression adjustable via easy access clicker dials

CNC-machined triple clamps

Made from high-grade aluminium, the CNC-machined triple clamps feature optimally tuned steering stem stiffness, perfect alignment of the fork tubes, and precise geometry of the fork clamps to ensure a highly responsive and smooth fork action.

Topology optimised bar mounts provide increased grip surface for less handlebar twist at the same weight as the previous generation. Additionally, they come with a rubber-damped mounting to provide just the right amount of handlebar flex. A 2-way handlebar adjustment is standard and allows for customisable ergonomics by rotating the handlebar mount.

The headlight mask integrates a triple clamp protector which covers the lower triple clamp and protects it from 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 → increased grip surface for less handlebar twist, same weight as previous generation
- Rubber damping on top clamp → reduced vibration, increased comfort
- Adjustable handlebar position → adjustable ergonomics



WP XACT rear shock

The WP XACT rear shock offers 300 mm of travel and is matched to a linkage system with a geometry to deliver an optimised progression for enduro riding with the greatest possible traction and absorption. Combined with the frame geometry, it increases the ground clearance of the linkage and is therefore less susceptible to damage, even on the hardest of enduro obstacles.

The Computational Fluid Dynamics (CFD) optimised main piston in the shock offers exceptional initial comfort and provides strong hold-up. Differently sized flow holes allow the shims to open more easily and reduce the overall stress of oil flow and pressure on the shims. Reduced weight also means less moving mass, resulting in lower forces on the piston bearings.

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 are able to adjust their shock settings without tools and without the help of a mechanic.

On top of the tool-free setting adjustment possibilities, the preload adjuster brings increased resistance to dirt intrusion and 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.

- Lightweight, compact rear shock design
- Rear wheel travel → 300 mm
- Reduced weight results in less moving mass → lower forces on bearings
- CFD-optimised main piston increases initial comfort and guarantees strong hold-up
- High 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 setting changes by hand or tool
- Two-piece spring retainer allows for quick mounting and assembly of preload adjuster and shock
- Smaller diameter of linkage bolt for weight reduction and stiffness optimisation

Brembo hydraulic clutch

The high-performance Brembo hydraulic clutch system guarantees even wear, near maintenance-free operation and perfect modulation 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

Brembo brakes

The highest level of quality is guaranteed with class-leading Brembo calipers and controls. The 260 mm floating front and 220 mm solid rear discs deliver superior stopping power, instilling confidence in all conditions. A 2-component carbon front disc protector and CNC-machined rear disc protector are fitted as standard for added protection.

- Brembo brake calipers and high-performance discs → superior stopping power with greater control and confidence
- Solid-rear brake disc → smooth brake feel, fine delivery of rear braking and reduced wear in muddy conditions.
- 2-component carbon front disc and CNC-machined rear disc protector → added protection for extreme enduro rides with minimal weight

ProTaper handlebar

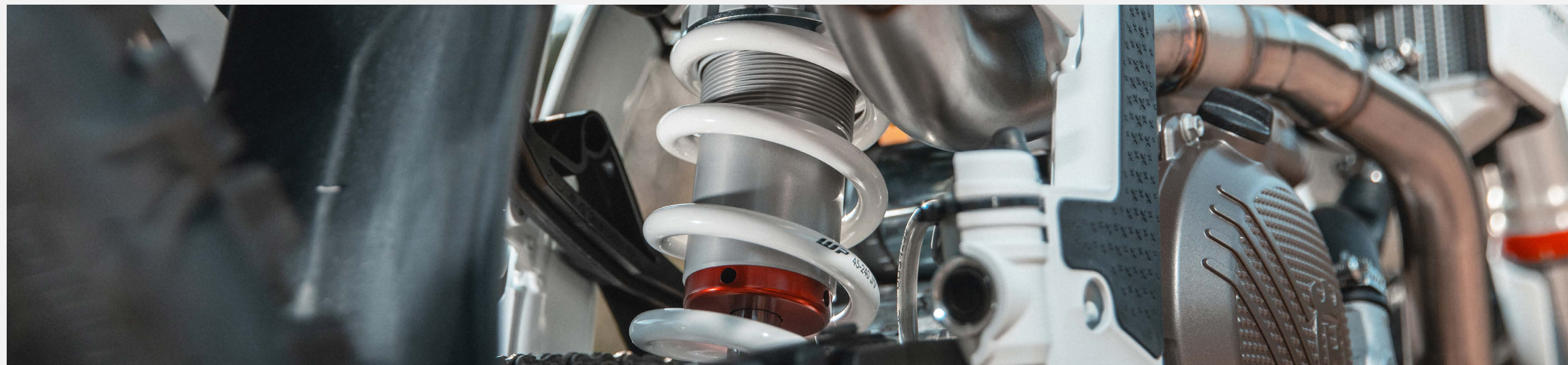
The ProTaper handlebar is second to none for function and style. Manufactured to exacting standards, the handlebar features class-leading fatigue resistance at a minimal weight. The handlebar bend further increases comfort with an optimal pressure point on the rider's hands while the ProTaper logos are chemically applied and are scratch and peel resistant.

- ProTaper handlebar → class-leading function and style
- Handlebar bend → optimised for ergonomics

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 integrated throttle mechanism. The assembly has easy free-play adjustment and, by changing a cam, throttle progression can be altered. The throttle housing has been designed for increased stability and resistance against external objects.

- Throttle assembly and soft compound ODI grips → easily alter throttle progression; easy grip mounting without glue
- Throttle housing → increased stability and resistance against external objects



Footrests

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

- 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 hook on deep ruts

Map Select Switch, Quickshifter and Traction Control

Designed for easy and intuitive operation, the Map Select Switch comes as standard. It activates Traction Control, selects between two engine maps and activates the Quickshifter on the FE 350 Pro. Map 1 is the mellow map for linear, predictable power, while Map 2 is an aggressive map for added throttle response and more explosive power output.

The Quickshifter function (upwards only) can be activated or deactivated via the Map Select Switch. The function works only when upshifting, interrupting the ignition for a fraction of a second. This allows upshifting while the throttle is fully opened without the use of the clutch lever. A sensor on the shift drum registers the force from the shift lever, sends the signal to the ECU and the ignition timing is interrupted. To prevent unintended shifts, the function is only active from second to sixth gears.

Traction Control on the FE 350 Pro is engaged by a switch marked 'TC', and functions by analysing throttle input from the rider and the rate at which engine RPM increases. If the engine speed increases too quickly, the Engine Management System (EMS) registers a loss of grip and reduces the amount of power to the rear wheel, ensuring maximum traction. This is a distinct advantage in wet or muddy conditions.

The Map Select Switch on the TE 300 Pro features a simpler design, allowing the selection between two engine maps (mellow/aggressive). The Quickshifter or Traction Control are not available on the TE 300 Pro. 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 peakier, more explosive power output.

- Map Select Switch → alters engine characteristics according to conditions and rider preference
- Quickshifter → clutch-free upshifting
- Traction Control → optimal traction in all conditions

Start/stop switch

All enduro models are fitted with a competition-inspired Start/Stop button.

- Takeover from the TC/FC range

Engine Management System (EMS)

The Keihin EMS is specifically designed to be small, light, and fast at processing data. It integrates selectable engine maps and traction control via the Map Select Switch on the handlebar as well as the Quickshifter (QS). Combined with the gear sensor, power delivery is tailored for each gear.

A Rollover Sensor (ROS) cuts the ignition in case of heavy crashes, adding another level of safety to the latest Husqvarna Pro enduro machines.

- Keihin EMS → small, light, and fast at processing engine data for more efficient engine management
- Rollover Sensor (ROS) → automatic cutting of ignition in heavy crashes
- Gear sensor → specific engine maps for each gear

Offroad Control Unit (OCU)

The OCU replaces electronic fuses and relays (main relay, fan relay, light relay) and can be found under the seat. All outputs are switched depending on signals from the voltage regulator and the ECU. In the event of over-current, outputs are deactivated individually. This allows simple error detection, as the status of each output is indicated by a LED light. The OCU operates wholly independently. Once an indicated mechanical error is fixed (e.g. fuel pump), the OCU light status will change from red to green, indicating that everything is functioning correctly again.

Additionally, compact electrical packaging meant that the voltage regulator could be better integrated, allowing for an increased steering angle while keeping the regulator clean and secure.

- Simple error detection and self-explanatory guidance to find solution
- No more carrying of fuses
- Optimised voltage regulator position → increased steering angle



Keihin throttle body

The FE 350 Pro features a 42 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 providing more immediate throttle response and feel.

A robust TPS-sensor provides the same cold start mechanism as on the standard 4-stroke models. The throttle valve pivots on ball bearings instead of plain bearings as it provides less than half the friction torque compared to the previous throttle body and allows much easier throttle operation.

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 is less prone to engine cut-outs or hesitations, and less sensitive to different ambient conditions (e.g. temperature, altitude, humidity).

- 4-stroke throttle body → 42 mm, injector positioned for optimal flow, more immediate throttle response thanks to direct cable mounting.

Exhaust system

The 4-stroke exhaust system is expertly designed to deliver class-leading performance at the lowest possible weight. The header pipe is designed and manufactured in two pieces to be as compact as possible. The joining position allows it to be removed without having to remove the rear shock. The routing of the header pipe is extremely close to the engine to maximise mass centralisation and minimise exposure to rocks or other potentially damaging objects.

Further innovation allows for a short, compact silencer without increasing noise levels. The component is crafted from lightweight aluminium and is stylishly finished in a black coating that highlights its premium quality.

- More compact exhaust systems, light weight and engineered for optimal performance
- Header joining position allows removal without removing rear shock
- Standardised mounting points and screw lengths across 4-stroke exhaust systems
- Header pipe mounted directly onto engine mount for easy serviceability

LED headlight unit

All Husqvarna enduro models come with an LED headlight unit and mask. The mask itself features lower triple clamp protection against roost and external objects while the headlight is directly mounted to the triple clamp. This allows the fork to be quickly demounted while the front mask stays in position.

Inside the headlight, the LED lighting unit snaps in place with a quick release system. This has the big advantage of allowing fast replacement in case of damage. Also, not having to replace the complete headlight unit brings enormous cost savings to customers.

The light output is brighter by approx. 300 % compared to the old model generation and is a significant advantage for any rider competing in special stages in low light conditions.

Additionally, the robust speedometer provides exceptional readability while being attached to the motorcycle with just one electric connector.

- State of the art headlight unit → LED technology for a bright light output
- Speedometer → exceptional readability and less risk of failure

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 Husqvarna Pro enduro machines. 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 when time is critical
- Li-Ion battery → lightweight, 1 kg lighter than a conventional battery

Integrated cooling system, radiators, and fan

The 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 all conditions. The cooling system is integrated into the frame to eliminate the need for additional hoses. A large centre tube running through the frame reduces pressure at this point in the system, allowing for more consistent coolant flow and features an internal thermostat for added reliability.

Additionally, the radiators are mounted close to the centre of gravity for handling agility with each machine equipped with a standard radiator fan for increased cooling effect.

- Integrated cooling with centre tube → maximum efficiency in minimum space
- Bayonet closure radiator caps → optimised pressure sealing
- CFD-optimised radiators → efficient for optimal cooling
- ECU-controlled radiator fan → no additional thermal switch necessary

Fuel tank

The 8.0 (FE) litre transparent polythene (XPE) fuel tanks incorporate a threaded filler cap and an integrated fuel pump. A one-piece fuel pump with integrated filter provides the fuel supply and the external fuel line is specifically positioned to make it less exposed and susceptible to damage. The fuel filter can be easily replaced with a toolless access.

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

- New fuel tank rubber offers a secure fitment of the tank and protects the frame
- 8.0 litre (FE) polythene fuel tanks → large capacity for extended running times
- One-piece fuel pump and filter for robust 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 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, featuring a simple fail-proof mounting system for safe and accurate filter installation.

- CFD-optimised airbox → optimised 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 included with each machine → further customisability of engine response

Factory Racing wheel set

Black high-strength anodised EXCEL Takasago rims are mounted on high-quality black-anodised, CNC-machined hubs with reinforced spokes and black anodised aluminium nipples for maximum weight saving, and optimised handling and stability in the most extreme conditions.

Additionally, the standard front axle puller allows easier removal of the front wheel and reduces time spent servicing.

- Lightweight but strong and reliable construction → minimum unsprung weight
- Front axle puller as standard

Tyres

The Enduro Pro models feature Michelin Enduro tyres as used by the Husqvarna Factory Racing team. The FIM approved tyres offer exceptional grip in a wide variety of different terrain and riding conditions.

US spec models feature Dunlop Geomax MX33 tyres on the front and AT81 tyres on the rear with the proven ‘block-within-a-block’ design for more progressive cornering and all-terrain grip as standard.

- Michelin Enduro tyres → advanced grip in challenging conditions
- Dunlop Geomax → wide range of application including sand, mud, loose surface, and hard pack
- Increased durability and crack resistance through innovative rubber compounds

Bodywork

The Enduro Pro models feature bodywork which clearly showcases Husqvarna Mobility’s progressive approach to off-road motorcycles, while striking grey and white graphics stylishly adorn the Swedish-inspired design.

The rider triangle is designed for maximum knee contact, especially when riding stood up. This inspires confidence in riders of all abilities and enables them to perform at their very best for extended periods of time. The slim contact surfaces on the bodywork allow the rider to move around on the machine easily for a superior riding experience.

The flat seat profile, combined with a competition focused seat cover, delivers superior control in all conditions. A recessed pocket under the seat, just above the airbox, allows gripping and lifting of each machine.

- New competition inspired graphics → striking yet simple design
- Optimised rider triangle for better knee contact, especially when riding in the standing position
- Maximised contact surface → allows for easier gripping and movement of the bike
- Recessed grip pockets → allowing better grip to lift the bike
- Seat → flat seat profile and new seat cover with added traction ribs offers exceptional control in all conditions

Engine

The FE 350 Pro engine is positioned inside the frame with mass centralisation in mind.

Draining noses for liquids and service markers on the engine (▲) clearly show where to use washers to simplify maintenance and servicing.

All major components and shaft arrangements are carefully designed and placed to best suit the performance and handling characteristics of the overall package. The 350 cc engine is not only light at 28.8 kg, but also remarkably powerful with an overall power output of almost 51 hp.

- Light and compact engine design for optimised mass-centralisation
- Outstanding, high-revving performance engine with 11,500 rpm rev-limit
- Low friction design, reducing overall drag and vibrations
- Easy serviceability of engine internals with added service markers and draining noses for liquids
- Maps (1 white, 2 green) differ mainly in partial load range and acceleration functions, which makes for a clearly noticeable difference

Cylinder head

The DOHC cylinder head features finger followers with a Diamond-Like Carbon (DLC) coating resulting in minimal friction and optimal performance. These actuate large steel valves (36.3 mm intake, 29.1 mm exhaust), which at the 11,500-rpm rev-limit open and close multiple times each second. This introduces the fuel/air mixture to the carefully designed combustion chamber for efficient and optimal power throughout the rev-range.

The 29.1 mm exhaust valves are a result of the engine design to deliver an optimised gas flow. Valve timings work perfectly in harmony with the camshaft.

For easy serviceability and maintenance within the engine, the camshaft bearing bridge is screwed in and increases stiffness.

- Cylinder head designed for increased durability and serviceability
- Finger followers with DLC coating, reducing friction and guaranteeing optimal performance
- Large steel valves (36.3 mm intake, 29.1 mm exhaust) for optimised gas flow
- Lightweight valve cover with reduced number of mounting screws (only two)
- Camshaft bearing bridge increasing stiffness and improving serviceability (screwed-in design)

Cylinder and piston

The 88 mm bore cylinder houses a forged bridged-box-type piston made by CP. Both cylinder and piston are professionally engineered from high-strength aluminium, resulting in outstanding performance and reliability. The compression ratio is 13.7:1.

- Large 88 mm bore and diameter-optimised exhaust valves for high-revving and quick response
- Forged bridged-box-type piston guaranteeing high performance and reliability
- CFD-optimised combustion chamber with optimised valve guides and valve shaft diameters for increased engine responsiveness
- Compression ratio of 13.7:1 for increased torque and peak power.

Crankshaft

The crankshaft is designed to offer the best possible performance, all while being perfectly positioned to centralise oscillating masses for optimal handling. The plain big-end bearing features two force-fitted shells, ensuring maximum reliability and durability guaranteeing long service intervals of 135 hours.

- Plain big-end bearing with force-fitted shells for increased durability and service intervals
- Friction bearing on the counter-balancer shaft for increased durability

Crankcases

The FE 350 Pro engine is designed with mass-centralisation as one of the main criteria. 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. The Husqvarna crown logo gives the bronze powder-coated enduro-specific and noise-reducing clutch cover a premium and durable look. Additional oil scrapers in the ignition cover round off the package.

- Light and compact crankcases, optimised mass-centralisation
- High-pressure die-cast production process with thin walls for reduced weight, while maintaining strength
- Enduro-specific clutch cover

Gearbox

Produced by Pankl Racing Systems, the 6-speed gearbox is designed to be extremely light and durable, featuring a primary gearing ratio of 24:72.

The shift shaft is specifically designed to reduce gearchange operating forces. The Quickshifter is positioned on the shift drum, allowing clutchless upshifts. The function can be activated/deactivated via the QS button on the Map Select Switch, located on the left side of the handlebar.

The gear lever is designed to prevent dirt build-up and ensures perfect gear selection in all conditions. An advanced gear sensor allows for specific engine maps delivering the best possible performance in each gear.

- 6-speed gearbox by Pankl Racing Systems with enduro-specific primary transmission ratio and exceptional durability and effortless shifting
- Shift shaft design reduces operating force of gear changes
- Quickshifter sensor positioned on the shift drum allows clutchless upshifts, the function can be activated/deactivated via the QS button on the Map Select Switch on the left side of the handlebar
- Integrated gear sensor for specific engine maps for each gear and seamless upshifts.

DDS clutch

The FE 350 Pro features a DDS (Dampened Diaphragm Steel) clutch. The unique 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.

Pressure lubrication provides optimal clutch cooling, reducing fade in high stress usage.

- Lightweight DDS clutch featuring consistent modulation and exceptional durability
- Optimal clutch cooling from pressure lubrication, reducing clutch fade from high stress
- Enduro-specific clutch cover for reduced noise output



Functional Apparel



Moto 9S Flex Gotland Helmet

With multiple safety features providing maximum protection, the Moto 9S Flex Gotland Helmet is a quality offroad helmet designed for racing at the highest levels. The comfortable interior liner is removable and washable and helps to provide an optimal fit while the ventilation system ensures effective cooling. The Moto 9S Flex Gotland Helmet is made exclusively for Husqvarna Mobility by BELL®.

Gotland Jersey (grey, blue)

The Gotland Jersey is a lightweight, premium offroad jersey constructed with the latest, moisture-wicking fabrics. Its modern fit allows for unrestricted movement on the motorcycle with comfort assured by the multiple ventilation zones that channel cool air onto the body. Additional technical features include the integrated chest pocket and foam padding on the elbows for added protection.

Gotland Pants

Designed to withstand the toughest of conditions, the Gotland Pants are meticulously manufactured using a nylon/polyester blend that is reinforced with Cordura®. Mesh inserts are positioned to ensure effective cooling while elasticated panels allow riders to move around on their machine without any limitations for an unrestricted riding experience.



Velocity 5.5 Goggles

The 170° WideVision lens with an anti-fog coating ensures the Velocity 5.5 Goggles provide clear vision, even in cold weather. A plush fit is assured by the triple-layer, dual-density face foam, which is complete with an anti-sweat fleece layer for exceptional comfort against the skin. The frame is optimised to fit inside the eye port area of almost all popular, modern day helmets with the goggles, made by Leatt, being roll-off ready for those competing in the toughest of conditions.

4.5 Lite Gotland Gloves

The 4.5 Lite Gotland Gloves have been designed specifically for enduro riding and offer superior control and protection. An ultra-thin yet strong palm provides a heightened level of feel and rider feedback through the grips. In addition, the FormFit finger stitching enhances feel on the clutch and brake levers. The knuckles and third and fourth fingers are adequately protected by 3D-moulded AirFlex impact gel inserts, which are also flexible for complete freedom of movement. The 4.5 Lite Gotland Gloves are made exclusively for Husqvarna Mobility by Leatt.

Crossfire 3 SRS Boots

Providing serious protection without sacrificing movement thanks to the patented flex system in the ankle area, the Crossfire 3 SRS Boots are premium enduro boots designed for competition. Manufactured to the highest standard, the boots offer full adjustability of the buckles for a personalised and comfortable fit. Further comfort is assured by the Cambrelle and Air Teflon Mesh liner that absorbs sweat and water in addition to the anatomically shaped and replaceable insole. The Crossfire 3 SRS Boots are made exclusively for Husqvarna Mobility by leading boot brand, SIDI.

Technical Accessories



Akrapovič “Racing Line“

Boosting the performance and torque of the FE 350 Pro model, the Akrapovič „Racing Line“ is an easy way to unlock additional power while saving weight. The stainless steel header pipe is optimally routed from the exhaust manifold for improved throttle response while the silencer, with its housing manufactured from high grade titanium, produces a rich exhaust note that complies with all current FIM and AMA sound regulations.

Rekluse RadiusX 4.0 Centrifugal Force Clutch Kit (for FE 350 Pro)

Fitting inside the standard clutch, the Rekluse RadiusX 4.0 Centrifugal Force Clutch Kit is easy to install and transforms how the FE 350 Pro can be ridden. The kit prevents the engine from stalling in slow, technical conditions, allowing you to focus on mastering the terrain ahead. By improving traction, the Rekluse RadiusX 4.0 Clutch Kit ensures that steep sections can be conquered with ease, using throttle control alone, without needing to harness the power delivery with the clutch. This, in turn, helps keep the engine temperature low, especially in extreme conditions.

Engine Brace Set (for FE 350 Pro)

The agility of the FE 350 Pro can be further enhanced by installing the Engine Brace Set. Easy to install and offering refined handling characteristics, particularly in slower and tighter sections, the Engine Brace Set significantly improves the machine’s performance in technical terrain. Additionally, the black-anodised finish provides a subtle styling enhancement.



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