SPEC SHEET	2 TEMPS		
	125 ST	250 ST	300 ST
Engine	2 strokes Sherco proprietary design		
Engine Size	123.70 cc (7.55 cu in)	249.70 cc (15.24 cu in)	294 cc (17.94 cu in)
Bore x stroke	54 x 54 mm (2.13 x 2.13 in)	72,80 x 60 mm (2.87 x 2.36 in)	79 x 60 mm (3.11 x 2.36 in)
Cylinder	Nikasil coated cylinder		
Lubrication	2% oil pre-mix		
Fuel	Unleaded gasoline 98 Octane		
Carburator	Keihin Ø 28 mm		
Cooling	Liquid system		
Start	Geared system with folding lever		
Exhaust	Stainless steel exhaust pipe with an integrated aluminium muffler		
Transmission	5 speed sequential gearbox with security selector system to prevent faise shifts. Primary gear drive chain secondary drive		
Clutch	Hydraulic, diaphragm system		
Electronic ignition	Hidria Digital		
Frame	Tubular section Chrome-moly		
Fuel tank	Polyamide - 2.4 L (0.63 US Gal) capacity		
Brakes	Hydraulically activated, floating 185 mm (7.28 in) front and 145 mm (1.54 in) rear		
Font suspension	Aluminum Tech fork Ø 39 mm (1.54 in), 165 mm (6.50 in) travel		
Rear suspension	Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel		
Rear shok absorber	Reiger		
Front wheel	Morad 21" graphite anodized aluminium rim with tube-type tire		
Rear wheel	Morad 18" graphite anodized aluminium rim with tubeless tire		
Wheelbase	1322 mm (52.05 in)		
Ground clearance	310 mm (12.20 in)		
Seat height	685 mm (26.97 in)		
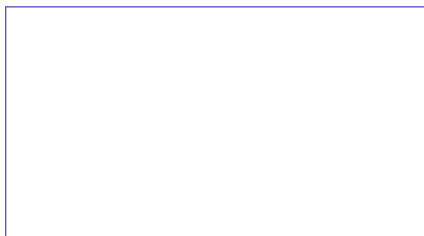
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TRIAL
CATALOG
2018

SHERCO

EN

2 STROKE | **125 ST**

Aimed at both juniors and small capacity specialists, the 125 ST offers unparalleled potential for a trials machine of its class. It benefits from all of the improvements made to the 2018 range from the Sherco stable, providing improved braking and optimized suspension. Tailored for competition at the highest level, it is the ultimate weapon for junior riders wishing to make a name for themselves.

SMALL YET POWERFUL

DEVELOPMENTS 2018 :

> Collector diameter optimized

> Progressive exhaust geometry

> Twin spark cdi (performance boosted at lower rpm – smoother transition)

> Clutch slave seal / Hose profile optimized (increased precision - reliability)

> Better cooling of the clutch (improved oil retention)

> New primary transmission ratio (better shock absorption - reduction in sprocket diameter)

> Lighter Tech alu fork

> Reiger shock absorber (upgraded shock absorption)

> Air filter holder (easy to remove)

> Low volume master cylinder (better feeling)

> Fuel tank vent hose relocated / New position of map switch

> Reinforced rear subfrane / Position of foot pegs optimized

> Radiator cap (easier access)

> Rear sprocket guard (optimized safety)

> Anthracite gray engine color / Black swingarm

MIQUEL
GELABERT

ALBERT CABESTANY

BOUNDLESS
PLEASURE

2 STROKE | **250** | **300 ST**

Developed for the front-runners of the Trial World Championship, the Sherco ST machines have been outstanding with Albert Cabestany and Miquel Gelabert on board. As is always the case with Sherco, the 2018 models are derived directly from the official factory machines. There are noticeable changes for this year with the new suspension systems: Tech alu fork and a Reiger shock absorber. For the engine, a new twin-spark CDI provides more precise throttle response. Choosing a Sherco machine is the guarantee of class-leading performance. All that you need to do is decide between the cubic capacities available: a responsive 250 or a more powerful 300?

DEVELOPMENTS 2018 :

> Collector diameter optimized

> Twin spark CDI (performance boosted at lower rpm – smoother transition)

> Clutch slave seal / Hose profile optimized (increased precision - reliability)

> Better cooling of the clutch (improved oil retention)

> Lighter Tech alu fork

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