



TRIAL
BROCHURE 2014

SHERCO
Motorcycles



- » NEW 125 ENGINE
- » NEW CASES
- » NEW CRANKSHAFT WITH LONGER STROKE
- » NEW CYLINDER
- » NEW EXHAUST WITH NEW IGNITION MANAGEMENT BOARD
- » NEW GRAPHICS KIT

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NEW 125 ENGINE



125 SHERCO



LIKE THE HIGH CLASS

> 80 ST > 125 ST

> The Sherco 125 junior model receives a new engine.

Thanks to the new thermodynamics, the new exhaust system and the new engine management card (specifically developed for the new engine configuration), this new engine represents a significant step forward.

The optimization of the engine components has greatly improved the effectiveness of the gas flow in the engine, this has resulted in improved performance at all RPM ranges.

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» NEW EXHAUST WITH NEW IGNITION MANAGEMENT BOARD

» NEW ENGINE CONTROL UNIT MAPPING

» NEW FUEL SUPPLY SYSTEM

» NEW GRAPHICS KIT

4



THE PERFECT COMPROMISE

> 250 ST > 290 ST > 305 ST

> The powerful ST305 Trial model has received a new exhaust system and a new engine management card.

These changes have resulted in providing this major player in the trial scene with an engine response that is much more linear.

It has also received a new fuel delivery system. The new system incorporates a bypass in order to avoid overloading the carburetor.

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305 SHERCO

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> 80 ST
> 125 ST
> 250 ST
> 290 ST
> 305 ST

» NEW BLACK PLASTIC

» NEW MUFFLER

» REPROGRAMMED CDI

» NEW SETTINGS ON THE TECH FORK
WITH PROGRESSIVE SPRING

» IGNITION MAPPING REVISED

» NEW FUEL SYSTEM (BY-PASS: PREVENTS OVERLOADING OF
GASOLINE IN THE CARBURETOR)

» NEW EXHAUST HEADER ELBOW

» REVISED R16V SHOCK

» NEW CLUTCH DISC MATERIAL

» NEW PRESSURE CONNECTION
ON THE THERMODYNAMIC PUMP

305 SHERCO

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	80 ST	125 ST	250 ST	290 ST	305 ST
Engine	2 strokes Sherco proprietary design				
Engine Size	74.60 cc (4.55 cu in)	123.70 cc (7.55 cu in)	249.70 cc (15.24 cu in)	272 cc (16.60 cu in)	294 cc (17.94 cu in)
Bore x Stroke	44.50 x 50.70 mm (1.75 x 2 in)	54 x 54 mm (2.13 x 2.13 in)	72.80 x 60 mm (2.87 x 2.36 in)	76 x 60 mm (3.11 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				
Carburetor	Dell'Orto PHBL26BS (1.02 in)	Keihin Ø 28 mm (1.10 in)	Dell'Orto PHBL26BS (1.02 in)	Keihin Ø 28 mm (1.10 in)	Keihin Ø 28 mm (1.10 in)
Cooling	Liquid system				
Start	Geared system with folding lever				
Exhaust	Steel header pipe with an integrated aluminum muffler				
Transmission	5 speed sequential gearbox with security selector system to prevent false shifts. Primary gear drive chain secondary drive				
Clutch	Hydraulically activated multidisc in oil bath				
Electronic Ignition	Leonelli Digital	Hidria Digital	Hidria Digital	Hidria Digital	Hidria Digital
Frame	Tubular section Chrome-moly				
Fuel tank	Ergal aluminium with integrated fuel pump				
Brakes	Hydraulically activated, floating Ø 185 mm (7.28) in front and Ø 145 mm (5.71 in) rear				
Front suspension	Tech Ø 39 mm (1.54 in) hydraulic telescopic fork, 165 mm (6.50 in) travel				
Rear suspension	Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel Rear shok				
Rear shok absorber	Olle	R16V	R16V	R16V	R16V
Front wheel	Morad 21" graphit anodized aluminum rim and aluminum hub, steel spokes with Michelin tube-type tire				
Rear Wheel	Morad 18" graphit anodized aluminum rim and aluminum hub, steel spokes with Michelin tubeless tire				
Weight	67 kg (147.71 lb)	67 kg (147.71 lb)	68 kg (149.91 lb)	68 kg (149.91 lb)	68 kg (149.91 lb)
Wheelbase	1322 mm (52.05 in)				
Ground clearance	310 mm (12.20 in)				
Seat height	645 mm (25.39 in)				



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