



ENDURO

2014 BROCHURE

SHERCO
Motorcycles



- » NEW LONG-STROKE ENGINE
- » NEW CRANKSHAFT, CYLINDER, PISTON
- » MAXIMUM ENGINE SPEED : 13500 REV/MIN
- » REDESIGNED CYLINDER HEAD
- » NEW WATER PUMP IMPELLER
- » STRENGTHENED CENTRAL ENGINE CASES
- » GEARBOX OPTIMIZATION
- » NEW TRAIL TECH CYCLE COMPUTER
- » OPTIMIZED REAR SHOCK

2



EXTREMELY
EFFICIENT
250 SEF/R

3



» More performance, better breathing, the 250 4-stroke received a change in it's bore and stroke, changes developed in actual competition which have made it more efficient. The crankcase has been lightened, it has received a new cylinder, a modified piston, and redesigned cylinder head. These are some of the improvements that continue to make this machine the premiere 250cc enduro motorcycle !

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Motorcycles



- » NEW SYNERJECT INJECTION SYSTEM
- » MAXIMUM ENGINE SPEED : 13000 REV/MIN
- » EVO HEAD WITH 30MM STEEL INTAKE VALVE
- » 42MM Ø INJECTOR BODY
- » NEW IGNITION SYSTEM, NEW LIGHTWEIGHT FLYWHEEL
- » NEW WATER PUMP IMPELLER
- » STRENGTHENED CENTRAL ENGINE CASES
- » GEARBOX OPTIMIZATION
- » NEW TRAIL TECH CYCLE COMPUTER
- » OPTIMIZED REAR SHOCK

4

» The race to perfection continues for the 300 4 stroke, It is the forerunner in it's class with features that others do not include. For 2014 it is equipped with the new Synerject injection system, which produces a perfect idle, optimum injection time and mixing. The result for the rider : better fuel management, a better throttle response at slow speeds and perfect management of engine braking. It is endowed with many other innovations, the new Trail Tech cycle computer spearheads the range and helps to provide a 4-stroke motorcycle that is ready to face any terrain and compete in any race.

THE PERFECT
COMPROMISE
300 SEF/R



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4 STROKE

250 SEF/R - 300 SEF/R



» OPTIMIZED
REAR SHOCK

» NEW SYNERJECT
INJECTION SYSTEM (300)

» NEW TRAIL TECH CYCLE COMPUTER

» REDESIGNED
CYLINDER HEAD

» NEW LONG-STROKE ENGINE (250)

» NEW WATER PUMP
IMPELLER

» NEW IGNITION SYSTEM,
NEW FLYWHEEL (300)

» GEARBOX OPTIMIZATION

» STRENGTHENED CENTRAL ENGINE CASES



- » **TWO IGNITION MAP SETTINGS**
(CONTROLS THE IGNITION CURVE
AND THE EXHAUST VALVE OPENING)
- » **INTEGRATED ELECTRIC STARTER**
- » **ELECTRONICALLY CONTROLLED EXHAUST VALVE**
- » **HIGH-PERFORMANCE COMPONENTS**
(KOKUSAN ELECTRONIC SYSTEM - KEIHIN CARBURETOR -
V FORCE - REED VALVES - TWIN AIR FILTER)
- » **MAXIMUM TORSIONAL STIFFNESS**
- » **COMFORT-FLEX FRAME DESIGN**
- » **LARGE CAPACITY FUEL TANK**
- » **TWO STROKE SPECIFIC SHOCK SETTINGS**



» With the adoption of 2T engine technology applied to both machines, Sherco opens some entirely new opportunities. The 250 enjoys excellent throttle response at low revs. The bike is equipped with an electric starter, which has lowered the center of gravity without adding any additional weight. The new electronically controlled exhaust valve and the electronic ignition are two of the most significant enhancements to this new model.

AN ADVANCED **WEAPON** **250 SE/R**





- » **TWO IGNITION MAP SETTINGS**
(CONTROLS THE IGNITION CURVE
AND THE EXHAUST VALVE OPENING)
- » **INTEGRATED ELECTRIC STARTER**
- » **ELECTRONICALLY CONTROLLED EXHAUST VALVE**
- » **HIGH-PERFORMANCE COMPONENTS**
(KOKUSAN ELECTRONIC SYSTEM - KEIHIN CARBURETOR -
V FORCE - REED VALVES - TWIN AIR FILTER)
- » **MAXIMUM TORSIONAL STIFFNESS**
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- » **LARGE CAPACITY FUEL TANK**
- » **TWO STROKE SPECIFIC SHOCK SETTINGS**

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» Born as a 250 2T, which included very demanding specifications and also new from the rims to the handlebars. The 300 produces usable power throughout the complete power curve of the engine. And just as it's sister model the 300 2T incorporates a larger fuel tank and enjoys a list of high quality components. Effective and perfect, now here is a machine that is ready to race in the most demanding enduro race or ride on a leisure trail ride.



HIGH PERFORMANCE

300 SE/R



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2 STROKE

250 SE/R - 300 SE/R

» TWIN AIR FILTER

» TWO STROKE SPECIFIC
SHOCK SETTINGS

» KEIHIN CARBURETOR

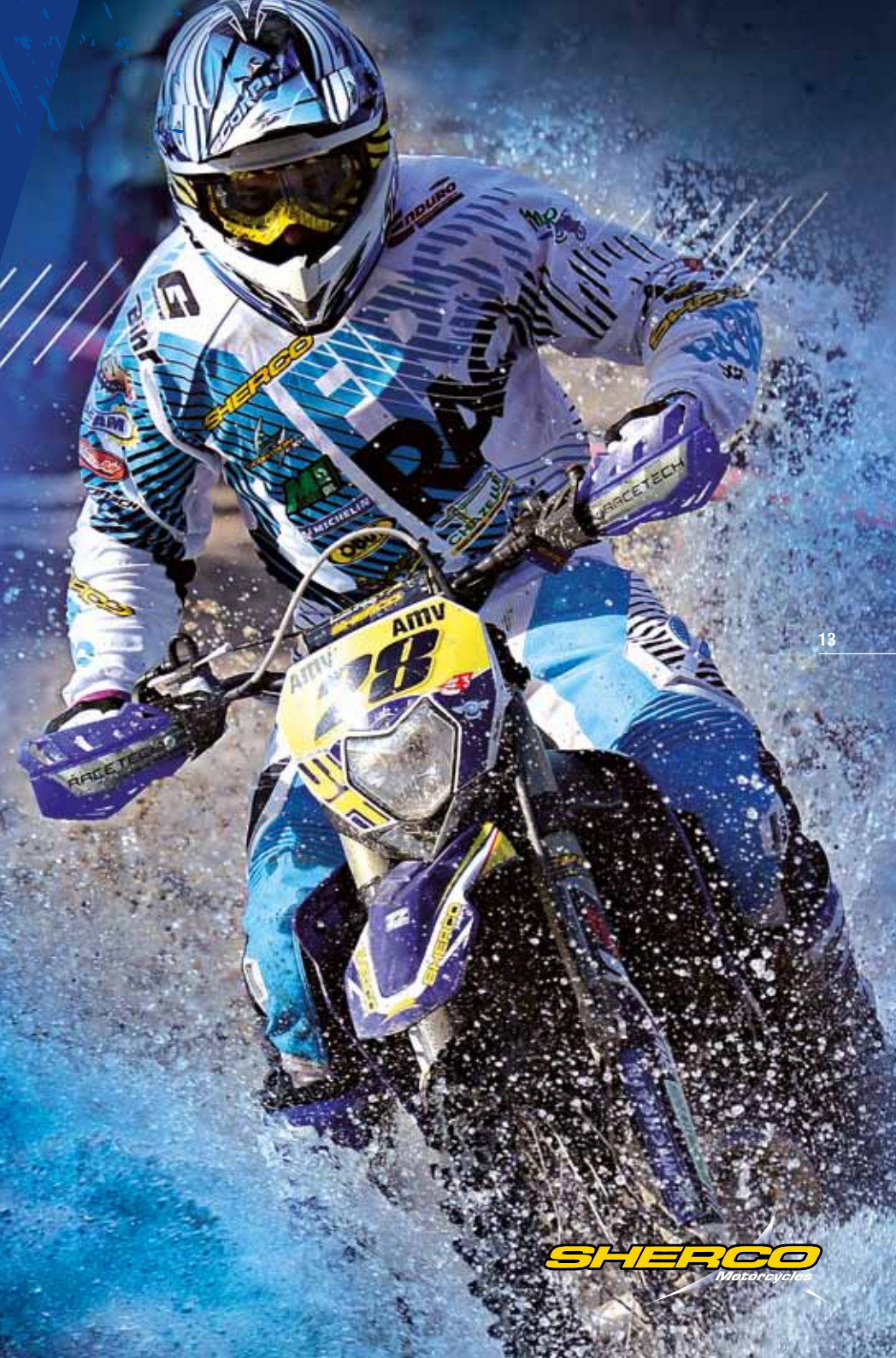
» KOKUSAN ELECTRONIC SYSTEM

» ELECTRONICALLY CONTROLLED EXHAUST VALVE

» MAXIMUM TORSIONAL
STIFFNESS

» INTEGRATED
ELECTRIC STARTER

» V FORCE REED
VALVES



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The new engine is extremely compact and lightweight, it offers more performance and better breathing. The stroke has been increased and it has a new crankshaft, a new cylinder and a new piston.



Synerject injector body. Condensed into a 30 month development period with the end result being an ultra compact package integrating the various sensors into a single package that incorporates engine idle management and perfect engine braking.



4 STROKE

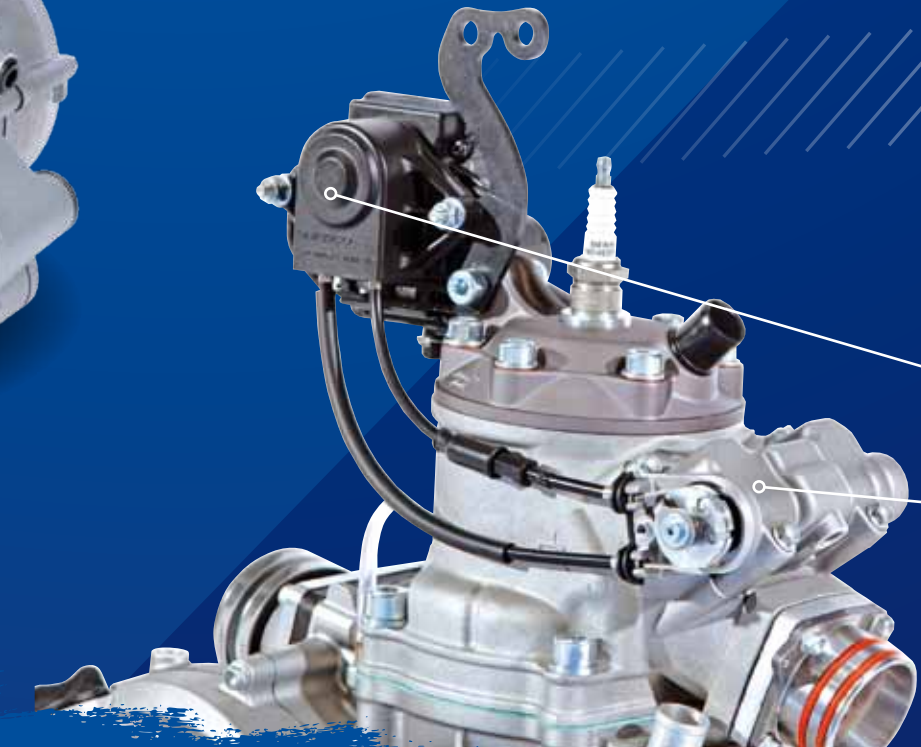
2 STROKE



The SE 250/300 are equipped with an electric starter, it is located on the bottom of the engine. This configuration produces a bike with a low center of gravity, and provides easy engine starting, the starter is protected by a polyethylene guard.

The Sherco map switch button, controls the operation of the exhaust valve and the ignition timing curve for optimal operation in various conditions.

Thanks to its electronically controlled system of guillotine valves and boosters that are built into the cylinder of the 2 stroke Sherco enduro motors, the rider has the option of choosing a mode of operation that provides more high end power or better low end power depending on the situation. These options can be selected while riding.



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4 STROKE	250 SEF	250 SEF-R	300 SEF	300 SEF-R
Engine	4 stroke DOHC, 4 valve Sherco technology		4 stroke DOHC, 4 valve Sherco technology	
Displacement	248.60 cc (15.17 cu in)		303.68 cc (18.53 cu in)	
Bore and stroke	76 x 54.80 mm (3 x 2.16 in)		84 x 54.80 mm (3.31 x 2.16 in)	
Carburetor	Magnetti Marelli digital electronic fuel injection		Synerject digital electronic fuel injection	
Cooling	Liquid system with forced circulation		Liquid system with forced circulation	
Starting	Unique electric starting system		Unique electric starting system	
Battery	12 V / 4Ah Yuasa		12 V / 4Ah Yuasa	
Ignition system	Stainless steel header pipe, aluminum muffler with catalytic converter meets Euro 3 stds.		Stainless steel header pipe, aluminum muffler with catalytic converter meets Euro 3 stds.	
Transmission	6 speed sequential gearbox, primary gear drive chain secondary drive		6 speed sequential gearbox, primary gear drive chain secondary drive	
Clutch	Hydraulic, multidisc in oil bath		Hydraulic, multidisc in oil bath	
Alternator	Ducati alternator 220 W		Shihlin alternator 220 W	
Chassis	Half perimeter frame Chrome-Molybdenum		Half perimeter frame Chrome-Molybdenum	
Fuel tank	8.5 L fuel tank (2.25 US gal)		8.5 L fuel tank (2.25 US gal)	
Brakes	Brembo Hydraulic Ø 270 mm (10.63 in) (front) Ø 220 mm (8.66 in) (rear)		Brembo Hydraulic Ø 270 mm (10.63 in) (front) Ø 220 mm (8.66 in) (rear)	
Front Suspension	Ø 48 mm (1.89 in) tubes rebound and compression adjustable 300 mm (11.81 in) of travel SACHS «OR» telescopic fork		Ø 48 mm (1.89 in) tubes rebound and compression adjustable 300 mm (11.81 in) of travel WP telescopic fork	
Rear Suspension	WP progressive, multiadjustable rear shock utilizing a linkage and rod system 330 mm (13 in) of travel		WP progressive, multiadjustable rear shock utilizing a linkage and rod system 330 mm (13 in) of travel	
Front wheel	1.60 x 21" DID aluminum rim, steel spokes and Michelin Enduro Competition tube type		1.60 x 21" DID aluminum rim, steel spokes and Michelin Enduro Competition tube type	
Rear wheel	2.15 x 18" DID aluminum rim, steel spokes and Michelin Enduro Competition tube type		2.15 x 18" DID aluminum rim, steel spokes and Michelin Enduro Competition tube type	
Weight	102 kg (224.87 lb)		102 kg (224.87 lb)	
Wheelbase	1480 mm (58.27 in)		1480 mm (58.27 in)	
Ground clearance	355 mm (13.98 in)		355 mm (13.98 in)	
Seat Height	950 mm (37.40 in)		950 mm (37.40 in)	

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2 STROKE	250 SE	250 SE-R	300 SE	300 SE-R
Engine	2 Stroke "Single cylinder with electronically controlled exhaust valve and booster"		2 Stroke "single cylinder with electronically controlled valves and booster"	
Displacement	249.32 cc (15.21 cu in)		293.14 cc (17.89 cu in)	
Bore and stroke	66.40 x 72 mm (2.61 x 2.83 in)		72 x 72 mm (2.83 x 2.83 in)	
Carburetor	Keihin PWK 36		Keihin PWK 36	
Cooling	Liquid with forced circulation		Liquid with forced circulation	
Starting	Electric Starter		Electric Starter	
Battery	12 V / 4Ah Yuasa		12 V / 4Ah Yuasa	
Ignition system	Kokusan DC - CDI ignition with digital advance		Kokusan DC - CDI ignition with digital advance	
Transmission	6 speed sequential gearbox, primary gears and chain secondary		6 speed sequential gearbox, primary gears and chain secondary	
Clutch	Hydraulic, multidisc in oil bath		Hydraulic, multidisc in oil bath	
Alternator	Kokusan 220 W		Kokusan 220 W	
Chassis	High strength Chrome-Molybdenum steel semi-perimeter		High strength Chrome-Molybdenum steel semi-perimeter	
Fuel tank	9.5 L capacity (2.51 US gal)		9.5 L capacity (2.51 US gal)	
Brakes	Brembo Hydraulic Ø 270 mm (10.63 in) (front) Ø 220 mm (8.66 in) (rear)		Brembo Hydraulic Ø 270 mm (10.63 in) (front) Ø 220 mm (8.66 in) (rear)	
Front Suspension	SACHS hydraulic telescopic adjustable compression and rebound 48 mm diameter with 300 mm of stroke WP Monoshock progressive rear suspension with aluminum control rods, adjustable for high and low speed compression and spring pre-load. 330 mm (13 in) Racing shock.		WP hydraulic telescopic adjustable compression and rebound 48 mm diameter with 300 mm of stroke WP Monoshock progressive rear suspension with aluminum control rods, adjustable for high and low speed compression and spring pre-load. 330 mm (13 in) Racing shock.	
Rear Suspension	WP Monoshock progressive rear suspension with aluminum control rods, adjustable for high and low speed compression and spring pre-load. 330 mm (13 in) Racing shock.		WP Monoshock progressive rear suspension with aluminum control rods, adjustable for high and low speed compression and spring pre-load. 330 mm (13 in) Racing shock.	
Front wheel	1.60 x 21 " DID aluminum rim with Michelin Enduro Competition tube-type tire		1.60 x 21 " DID aluminum rim with Michelin Enduro Competition tube-type tire	
Rear wheel	2.15 x 18 " DID aluminum rim with Michelin Enduro Competition tube-type tire		2.15 x 18 " DID aluminum rim with Michelin Enduro Competition tube-type tire	
Weight	105 kg (231.49 lb)		105 kg (231.49 lb)	
Wheelbase	1480 mm (58.27 in)		1480 mm (58.27 in)	
Ground clearance	355 mm (13.98 in)		355 mm (13.98 in)	
Seat Height	950 mm (37.4 in)		950 mm (37.4 in)	



JEREMY 250 SEF-R
TARROUX



FABIEN 300 SE-R
PLANET



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