

SHERCO

ENDURO CATALOG 2018





MARIO ROMAN
Winner Avanda Rocks,
Mexico

A NEW SUCCESS STORY

2 STROKE | 125 SE-R

Headline news for 2018 in the world of enduro: the first 2-stroke 125cc machine to be released to market by Sherco. Cut from the same cloth as the highly-acclaimed 250cc and 300cc machines, the smaller stablemate retains their winning philosophy with class-leading engine performance and a chassis that marries extreme maneuverability and confidence-inspiring stability. Designed and developed 100% for enduro use, the latest addition to the manufacturer's fold reaps the benefits of the Sherco team's experience in Extreme Enduro.



- > Compact powerfull engine
- > Cool running engine
- > Rotating drum valve (performance boosting - strong - reliable)
- > Starting system under the engine
- > 2 Engine maps (3 HP difference)
- > Monoblock cylinder head / Double segment piston
- > Optimized crankshaft (enduro inertia studied)
- > VForce 4R reedcase
- > Powerful ignition 220 W
- > Specific 125 geometry (15 mm shorter - 0.9 degrees)
- > WP XLOR fork
- > WP 46 shock absorber (upgraded shock absorpition)
- > Selle Dalla Valle "Luna" grip seat cover
- > Ultra-resistant in-mold graphics kit (20% more flexible plastic)
- > Water resistant dashboard



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WADE YOUNG
 Winner Wiesel Xtrem, Germany
 Winner King of the Hill, Romania
 Winner XL Lagares, Portugal



DEVELOPMENTS 2018 :

- > New bendx torque limiter
- > Selection drum (smoother gear changes)
- > New primary sprocket design (improved performance)
- > WP 46 shock absorber (upgraded shock absorption)
- > Selle Dalla Valle "Luna" grip seat cover
- > Ultra-resistant in-mold graphics kit (20% more flexible plastic)
- > Water resistant dashboard

EXPLOSIVE YET SMOOTH

2 STROKE | 250 SE-R | 300 SE-R

With its electric starter and electronic valve opening, the Sherco 250 and 300 2-stroke engine are laden with state of the art technology. The efficiency of the engine, at low and high rpm, can shine through fully thanks to a chassis that is perfectly suited to the demands of modern enduro racing. New triple clamps as well as a new WP 46 rear shock add further to the reassuring stability for 2018.



JEREMY TARROUX
 WINNER VAL DE LORRAINE / WINNER GRAPPE DE CYRANO
 WINNER TRÉFLE LOZÉRIEN / WINNER RAND'AUVERGNE

THE PERFECT COMBINATION

4 STROKE | 250 SEF-R |
300 SEF-R | 450 SEF-R

A pioneer of injection technology, the 2018 model 250 SEF-R shares its DNA directly with the official factory machines. The engine is easy to live with, marrying responsiveness and well-rounded power delivery. In the hands of Australian Matthew Phillips, the 300 SEF has proven its capabilities by heading the scratch time sheets in the Enduro World Championship. Its atypical cubic capacity is the perfect compromise between the responsiveness of the 250 and the punch of the 450. The 4-Stroke, ideal for scratching in enduro GP... or for exploring your local green lanes and dirt tracks!



MATTHEW PHILLIPS
 ENDURO GP WORLD CHAMPION
 E2 WORLD CHAMPION



DEVELOPMENTS 2018 :

- > New exhaust pipe manifold
- > New silencer (-300g 250 / 300 and -500g 450)
- > Gear shift drum (smoother gear changes) - 450
- > Injection mapping calibration (optimized performance)
- > Crankshaft with V connecting rod profile (improved durability - performance)
- > Optimized piston (increased durability and compression)
- > Oil circuit system (better heat control - more performance) - 450
- > Fuel pump further developed
- > WP 46 shock absorber (upgraded shock absorption) 250-300
- > Selle Dalla Valle "Luna" grip seat cover
- > Ultra-resistant in-mold graphics kit (20% more flexible plastic)
- > Water resistant dashboard



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SPEC SHEET	2 STROKE			4 STROKE		
	125 SE-R	250 SE-R	300 SE-R	250 SEF-R	300 SEF-R	450 SEF-R
Engine	2 Stroke "single cylinder with electronically controlled valves and booster"			4 stroke DOHC, 4 valve Sherco technology		
Displacement	124,81 cc	249.32 cc (15.21 cu in)	293,14 cc (17.89 cu in)	248,60 cc (15.17 cu in)	303,68 cc (18.53 cu in)	449,40 cc
Bore and stroke	54 x 54,5 mm	66.40 x 72 mm (2.61 x 2.83 in)	72 x 72 mm (2.83 x 2.83 in)	76 x 54,80 mm (3 x 2.16 in)	84 x 54,80 mm (3.31 x 2.16 in)	95 x 63,40 mm (3.31 x 2.16 in)
Carburator	Keihin PWK 36			Synerject digital electronic fuel injection		
Cooling	Liquid system with forced circulation					
Starting	Electric Starter					
Battery	12 V / 4Ah Yuasa			12 V / 4Ah Yuasa		
Exhaust	Aluminium silencer with carbon cap	FMF Aluminium silencer		Akrapovic		
Transmission	6 speed sequential gearbox, primary gears and chain secondary					
Clutch	Hydraulic, multidisc in oil bath					
Ignition	DC - CDI ignition with digital advance - 220 W Alternator			220 W Alternator		
Chassis	High strength Chrome-Molybdenum steel semi-perimeter					
Fuel tank	10.4 L capacity (2.75 US gal)			9.7 L fuel tank (2.56 US gal)		
Brakes	Brembo Hydraulic Ø 260 mm (10.24 in) front Ø 220 mm (8.66 in) rear					
Front Suspension	WP XPLOR Fork, setting on the top (pre-load, compression, rebound), 48 mm diameter and 300mm of stroke	WP hydraulic telescopic adjustable compression and rebound 48 mm diameter with 300 mm of stroke				
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.					
Front wheel	1.60 x 21" Black aluminium (blue anodized 125) Excel rim with Michelin Enduro Competition tube-type tire					
Rear wheel	2.15 x 18" Black aluminium (blue anodized 125) Excel rim with Michelin Enduro Competition tube-type tire					
Wheelbase	1465 mm	1480 mm (58.27 in)		1480 mm (58.27 in)		1490 mm (58.66 in)
Ground clearance	355 mm (13.98 in)					
Seat Height	950 mm (37.40 in)					



MINERVA OIL

GALFER

KENNY

GAERNE

Polisport

Twin Air



ZR



Karlete

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