

2015 ENDURO



SHERCO
Motorcycles

250 SEF/R



Very directly derived from the official machines running in the Enduro World Championship, the 250 is ready to win. The fruit of eight years' development at the highest competition levels, the 250's Synerject 4-stroke injection engine block regales with roundness and power at full throttle.

The chassis is a perfect maneuverability-directional stability compromise for gaining seconds in the world championship's special races... or your regional championship !



NEW

- Synerject injection system
- New cylinder head equipped with 30 mm intake valves
- Reworked cam shaft timing
- Reinforced rear frame loop
- New selector attachment
- Reinforced foot rest shafts

RACING SPIRIT

SHERCO
Motorcycles

300 SEF/R



Overwhelmingly approved during trade press tests, the 300 is often deemed the ideal compromise for those that want to drive a 4-stroke motorcycle. Often imitated but never equaled, the 300 is the pioneer in mid-range cubic capacity 4-stroke enduro motorcycles: a must-have !

An effective yet playful chassis, a powerful, torquey, and lively motor, it is the ideal tool for leisurely drives or chasing the chronometer. It is no wonder it is the motorcycle chosen by Jérémy Tarroux !



NEW

- Reworked cam shaft timing
- Optimized engine mapping
- Reinforced rear frame loop
- New selector attachment
- Reinforced foot rest shafts

THE BENCHMARK

SHERCO
Motorcycles

450 SEF/R



100% new, the 450 uses the proven formulas from the brand's low cubic capacity models. The chassis, while specific for housing the large motor, maintains the ergonomics of the 300 and 250. The frame is a development of the highly-reputed semi-perimeter Sherco frame in chromium molybdenum steel made of mechanically welded parts. An option selected by Sherco to offer a maneuverability/stability compromise perfectly suited to the highly diverse conditions that may be encountered in the enduro.

Sherco remains loyal to the equipment manufacturers with the best reputations: WP for suspensions, Brembo for brakes, and Trail Tech for the computer (with maintenance indicator). The next generation motor is more compact and higher-performance. The timing uses cascading pinion gears and chains. The selector drum is made of aluminum and the valves are steel for greater longevity and extreme enduro use. Power is provided by the Synerject system, developed specifically by Sherco for more precisely governing idling and engine braking, and ensuring perfect progressivity in power delivery...



The secret for effective enduro racing!



NEW

- ▶ Twin-overhead camshaft motor
- ▶ Pushrod engine timing
- ▶ Synerject injection
- ▶ Dual engine mapping
- ▶ Chromium molybdenum steel semi-perimeter chassis

MODERNITY



4 STROKE

250 SEF/R
300 SEF/R
450 SEF/R



Sherco 450



REDESIGNED REAR SUB FRAME

ENGINE IS EQUIPPED WITH A DUAL OVERHEAD CAMSHAFT OHV / DISTRIBUTION KEY

SYNERJECT INJECTION SYSTEM

INTAKE MANIFOLD VENTURI

TIMING CHAIN MORSE / HYVO

REDESIGNED FOOT REST SHAFTS

NEW ENGINE MORE COMPACT

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4 STROKE

250 SEF/R
300 SEF/R
450 SEF/R



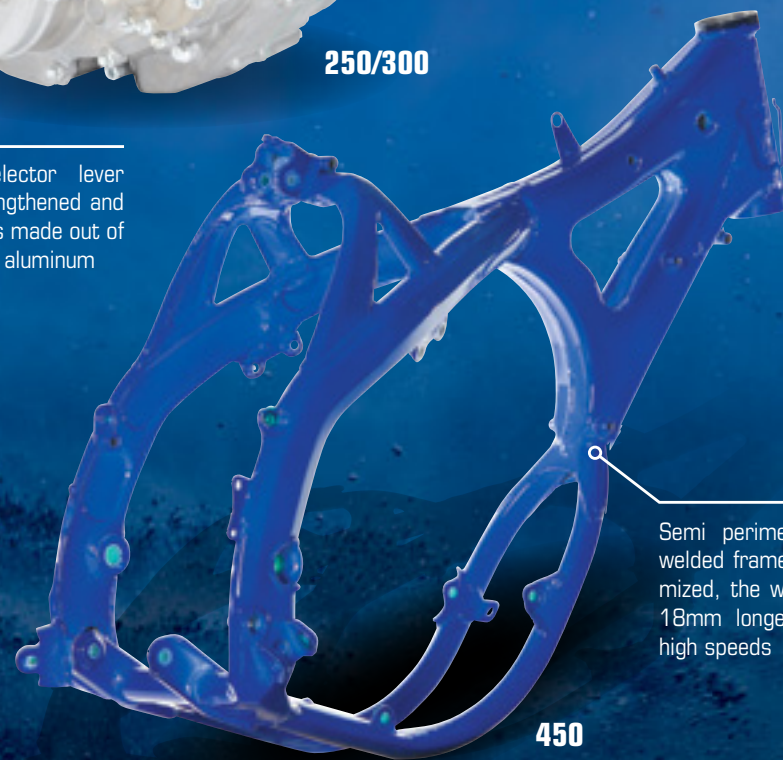
Camshaft timing revised for a wider range of use at low speed and a more linear high speed power delivery



The cylinder head intake valve is 30 mm

250/300

The gear selector lever has been strengthened and reinforced, it is made out of anodized alege aluminum



Semi perimeter specific steel flush welded framework that has been optimized, the wheelbase has been made 18mm longer for better stability at high speeds

450

Engine is equipped with a dual overhead camshaft OHV

Distribution key



450

Morse / Hyvo Distribution chain for noise reduction of the mechanical moving parts



Synerject injection system for outstanding throttle response and perfect engine braking management

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250 SE/R



Appearing on the market in 2014, the Sherco 250 and 300 offer next generation two-stroke technology. They are fitted with a very light electric starter system. Ideally located to lower the center of gravity, it is no heavier than a kick-start system. An electronics unit governs exhaust valve opening based on the ignition curve to provide an immediate response to the slightest touch on the gas.

Progressivity at low throttle, force at mid-throttle, and significant power at high throttle, the Sherco two-stroke engine block is there when you need it. The chassis uses the proven formulas that made the brand's four-stroke engines famous: rigorous directional stability alongside significant maneuverability for the enduro. This year, fitted with a new FMF exhaust, the 250 and 300 increase yet again their equipment quality.

NEW

- Advanced ignition curve/ optimized valve opening
- Modified exhaust valve progressivity
- New FMF exhaust
- Reworked cylinder head attachment
- Reinforced rear frame loop
- Reinforced foot rest shafts



SENSATIONS GUARANTEED !



300 SE/R



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NEW

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- Modified exhaust valve progressivity
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- Reinforced foot rest shafts

GROUNDBREAKING

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Motorcycles

2 STROKE

250 SE/R
300 SE/R

16



Sherco 250/300



⚡ DOBLE MAPPING (IGNITION CURVE IMPROVEMENT AND OPENING EXHAUST VALVE)

⚡ REDESIGNED REAR SUB FRAME

⚡ REDESIGNED CYLINDER HEAD MOUNT

⚡ NEW KOKUSAN IGNITION ADVANCE CURVE

⚡ REDESIGNED FOOT REST SHAFTS

⚡ FMF EXHAUST SYSTEM

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17

2 STROKE

250 SE/R
300 SE/R

18

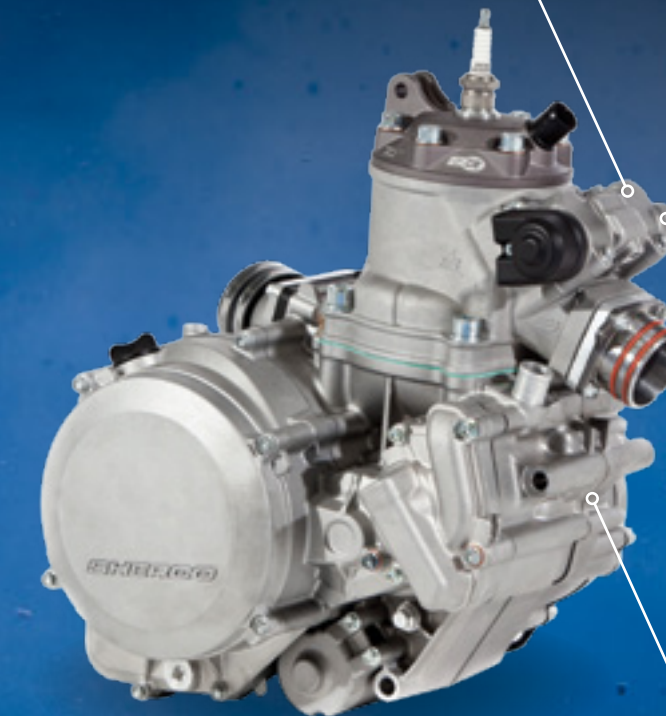


A redesign of the three fixing plates on the crankshaft



The exhaust valve management system has evolved in order to provide improved calibration

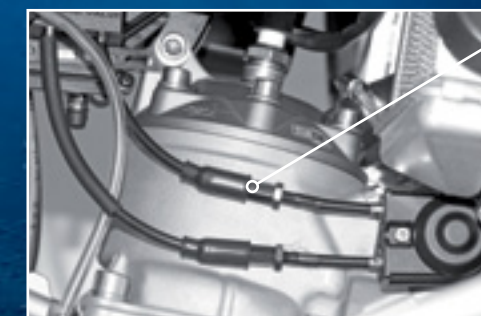
New exhaust valves springs



Ignition advance curve has been modified in order to provide improved gains at low revs and a more linear power production resulting in better traction



The cylinder head has been redesigned to include a new fixing bolt that attaches to the framework in an optimized manner



The cables for opening and closing the exhaust valve are adjustable

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| 4 STROKE | 250 SEF | 250 SEF-R | 300 SEF |
|------------------|--|--|--|
| Engine | 4 stroke DOHC, 4 valve Sherco technology | 4 stroke DOHC, 4 valve Sherco technology | 4 stroke DOHC, 4 valve Sherco technology |
| Displacement | 248.60 cc (15.17 cu in) | 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) | 76 x 54.80 mm (3 x 2.16 in) | 84 x 54.80 mm (3.31 x 2.16 in) |
| Carburetor | Synerject digital electronic fuel injection | Synerject digital electronic fuel injection | Synerject digital electronic fuel injection |
| Cooling | Liquid system with forced circulation | Liquid system with forced circulation | Liquid system with forced circulation |
| Starting | Unique electric starting system | Unique electric starting system | Unique electric starting system |
| Battery | 12 V / 4Ah Yuasa | 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. | 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 | 6 speed sequential gearbox, primary gear drive chain secondary drive |
| Clutch | Hydraulic, multidisc in oil bath | Hydraulic, multidisc in oil bath | Hydraulic, multidisc in oil bath |
| Alternator | Shihlin alternator 220 W | Shihlin alternator 220 W | Shihlin alternator 220 W |
| Chassis | Half perimeter frame Chrome-Molybdenum | 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) | 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 260 mm (10.24 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 | Ø 48 mm (1.89 in) tubes rebound and compression adjustable 300 mm (11.81 in) of travel SACHS «OR» 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 | WP progressive, multiadjustable rear shock utilizing a linkage and rod system 330 mm (13 in) of travel |
| Front wheel | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type |
| Rear wheel | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type |
| Weight | 102 kg (224.87 lb) | 102 kg (224.87 lb) | 102 kg (224.87 lb) |
| Wheelbase | 1480 mm (58.27 in) | 1480 mm (58.27 in) | 1480 mm (58.27 in) |
| Ground clearance | 355 mm (13.98 in) | 355 mm (13.98 in) | 355 mm (13.98 in) |
| Seat Height | 950 mm (37.40 in) | 950 mm (37.40 in) | 950 mm (37.40 in) |



| 4 STROKE | 300 SEF-R | 450 SEF | 450 SEF-R |
|------------------|--|--|--|
| Engine | 4 stroke DOHC, 4 valve Sherco technology | 4 stroke DOHC, 4 valve Sherco technology | 4 stroke DOHC, 4 valve Sherco technology |
| Displacement | 303.68 cc (18.53 cu in) | 449.40 cc (27.42 cu in) | 95 x 63.40 mm (3.74 x 2.50 in) |
| Bore and stroke | 84 x 54.80 mm (3.31 x 2.16 in) | 95 x 63.40 mm (3.74 x 2.50 in) | 84 x 54.80 mm (3.31 x 2.16 in) |
| Carburetor | Synerject digital electronic fuel injection | Synerject digital electronic fuel injection | Synerject digital electronic fuel injection |
| Cooling | Liquid system with forced circulation | Liquid system with forced circulation | Liquid system with forced circulation |
| Starting | Unique electric starting system | Unique electric starting system | Unique electric starting system |
| Battery | 12 V / 4Ah Yuasa | 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. | 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 | 6 speed sequential gearbox, primary gear drive chain secondary drive |
| Clutch | Hydraulic, multidisc in oil bath | Hydraulic, multidisc in oil bath | Hydraulic, multidisc in oil bath |
| Alternator | Shihlin alternator 220 W | Shihlin alternator 220 W | Shihlin alternator 220 W |
| Chassis | Half perimeter frame Chrome-Molybdenum | 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) | 8.5 L fuel tank (2.25 US gal) |
| Brakes | Brembo Hydraulic Ø 260 mm (10.24 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) | Brembo Hydraulic Ø 260 mm (10.24 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 WP telescopic fork | 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 | WP progressive, multiadjustable rear shock utilizing a linkage and rod system 330 mm (13 in) of travel |
| Front wheel | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 1.60 x 21" aluminum rim, steel spokes and Michelin Enduro Competition tube type |
| Rear wheel | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type | 2.15 x 18" aluminum rim, steel spokes and Michelin Enduro Competition tube type |
| Weight | 102 kg (224.87 lb) | 110 kg (242.51 lb) | 110 kg (242.51 lb) |
| Wheelbase | 1480 mm (58.27 in) | 1490 mm (58.66 in) | 1490 mm (58.66 in) |
| Ground clearance | 355 mm (13.98 in) | 355 mm (13.98 in) | 355 mm (13.98 in) |
| Seat Height | 950 mm (37.40 in) | 950 mm (37.40 in) | 950 mm (37.40 in) |

|  |  |  |
|---|--|---|
| 2 STROKE | 250 SE | 250 SE-R |
| Engine | 2 Stroke "Single cylinder with electronically controlled exhaust valve and booster" | |
| Displacement | 249.32 cc (15.21 cu in) | 249.32 cc (15.21 cu in) |
| Bore and stroke | 66.40 x 72 mm (2.61 x 2.83 in) | 66.40 x 72 mm (2.61 x 2.83 in) |
| Carburetor | Keihin PWK 36 | Keihin PWK 36 |
| Cooling | Liquid with forced circulation | |
| Starting | Electric Starter | |
| Battery | 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 | |
| Clutch | Hydraulic, multidisc in oil bath | |
| Alternator | Kokusan 220 W | |
| Chassis | High strength Chrome-Molybdenum steel semi-perimeter | |
| Fuel tank | 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 260 mm (10.24 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 | |
| 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 " aluminum rim with Michelin Enduro Competition tube-type tire | 1.60 x 21 " aluminum rim with Michelin Enduro Competition tube-type tire |
| Rear wheel | 2.15 x 18 " aluminum rim with Michelin Enduro Competition tube-type tire | 2.15 x 18 " aluminum rim with Michelin Enduro Competition tube-type tire |
| Weight | 105 kg (231.49 lb) | |
| Wheelbase | 1480 mm (58.27 in) | |
| Ground clearance | 355 mm (13.98 in) | |
| Seat Height | 950 mm (37.4 in) | |

|  |  |  |
|---|--|---|
| 2 STROKE | 300 SE | 300 SE-R |
| Engine | 2 Stroke "single cylinder with electronically controlled valves and booster" | |
| Displacement | 293.14 cc (17.89 cu in) | 293.14 cc (17.89 cu in) |
| Bore and stroke | 72 x 72 mm (2.83 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 | |
| Starting | Electric Starter | |
| Battery | 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 | |
| Clutch | Hydraulic, multidisc in oil bath | |
| Alternator | Kokusan 220 W | |
| Chassis | High strength Chrome-Molybdenum steel semi-perimeter | |
| Fuel tank | 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 260 mm (10.24 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 | |
| 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 " aluminum rim with Michelin Enduro Competition tube-type tire | 1.60 x 21 " aluminum rim with Michelin Enduro Competition tube-type tire |
| Rear wheel | 2.15 x 18 " aluminum rim with Michelin Enduro Competition tube-type tire | 2.15 x 18 " aluminum rim with Michelin Enduro Competition tube-type tire |
| Weight | 105 kg (231.49 lb) | |
| Wheelbase | 1480 mm (58.27 in) | |
| Ground clearance | 355 mm (13.98 in) | |
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SHERCO
Motorcycles

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