

2015

# TRIAL



**SHERCO**  
Motorcycles

# 80/125 ST



The Sherco Trial 80 and 125 C.C. series are provided to show that Sherco has a clear commitment to build future champions. The cycle part is the same as the older sisters and the high performance engines are efficient and robust to ensure extended use without fatigue.

Young riders can perform trial with the new ST series that combine a practical basis for entertainment along with learning and meeting great sporting challenges that are guaranteed with Sherco. The ST 80 and 125 series are the first step in the school for future champions.



Sherco 125



## WHAT'S NEW

- ▶ New piston and cylinder head (80 c.c.)
- ▶ Surfex R Clutch (125 c.c.)
- ▶ Improved performance at low speed
- ▶ New crankshaft bearings for the RS
- ▶ The interior of the muffler has been redesigned

# SCHOOL OF CHAMPIONS



# 250 / 290 300 ST



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No limits for the new 2015 ST. The objective of the new Sherco trials range is to offer a bike that will satisfy every fan, and allow you to enjoy the most daring and the most demanding challenges of competitions or excursions. Its range of engines, from the brilliant 250 to the strong 300, provide you with endless possibilities, offering the rider the opportunity to decide where you want to go.

Sherco trials bikes are ideally suited to cross areas of water, thanks to the unique filter system and a frame that provides unmatched maneuverability and balance.



Sherco 300



WITHOUT LIMITS

## WHAT'S NEW

- ▶ New muffler with complete redesign of the interior
- ▶ Surfex R clutch (300 c.c.)
- ▶ New suspension settings
- ▶ Chassis 100% constructed of Cr-Mo
- ▶ New CDI programming
- ▶ Optimization of the thermodynamics

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# 2 STROKE

80 ST  
125 ST  
250 ST  
290 ST  
300 ST



Sherco 300

NEW WHITE PLASTICS

THE INTERIOR OF THE EXHAUST IS REDESIGNED

CDI HAS BEEN REPROGRAMMED

BRAKTEC CLUTCH

THE TECH FORK HAS NEW SETTINGS AND IS EQUIPPED WITH A PROGRESSIVE SPRING

IMPROVED IGNITION MAP

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

NEW HIGH SPEED SETTING

NEW LONGER EXHAUST HEADER PIPE

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# 2 STROKE

80 ST  
125 ST  
250 ST  
290 ST  
300 ST



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2 STROKE	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	44.5 x 50.7 mm (1.75 x 2 in)	54 x 54 mm (2.13 x 2.13 in)	72.8 x 60 mm (2.87 x 2.36 in)	76 x 60 mm (3 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 Ø28 mm (1.10 in)	Dell'Orto PHBL26BS (1.02 in)	Keihin Ø28 mm (1.10 in)	Keihin Ø28 mm (1.10 in)
Cooling	Liquid system				
Start	Geared system with folding lever				
Exhaust	Steel header pipe with an integrated aluminium 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 185 mm (7.28 in) front and 145 mm (1.54 in) rear				
Front suspension	Tech Ø39 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 absorber	Olle	R16V	R16V	R16V	R16V
Front wheel	Morad 21" graphite anodized aluminium rim and aluminium hub, steel spokes with Michelin tube-type tire				
Rear wheel	Morad 18" graphite anodized aluminium rim and aluminium hub, steel spokes with Michelin tube-type 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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