

2018 Season Release



SHERCO

Summary

I. Company Situation

- ☐ 2017 season data
- ☐ New Sherco factory
- ☐ Racing Program

II. 2018 Product Evolutions

- ☐ Enduro
- ☐ Cross Country
- ☐ Trial



I. Company situation



I. Company situation

Racing Program

- ❑ World Enduro Championship: Matthew Phillips / Lorenzo Santolino



Sherco World Champion Enduro Gp/E2 2016

Benefit: Brand Image, Products credibility, Federate around the brand

I. Company situation

Racing Program

- ❑ Enduro : Extreme & Indoor : Wade Young
 - > Winner X-Wiesel + Winner King of the Hill + Winner XL Lagares, Podium Alestrem



Strong media coverage / Great international feedback



I. Company situation

Racing Program

- ❑ Enduro : Extreme & Indoor : Mario Roman
 - > Winner Avanda Rocks, podium Alestrem



Strong media coverage / Great international feedback

I. Company situation

Racing Program

❑ Classic Enduro: Jeremy Tarroux

> Winner all classics 2017 and current leader French championship

Val de Lorraine / Grappe de Cyrano / Trèfle Lozérien



I. Company situation

Racing Program

- ☐ Rally Raid
 - ☐ Joan Pedrero
 - ☐ Adrien Metge
 - ☐ Aravind KP



Worldwide promotion out of the pure offroad market

I. Company situation

Racing Program

☐ Trial

- ☐ Albert Cabestany
- ☐ Miquel Gelabert
- ☐ Alexandre Ferrer
- ☐ Emma Bristow



I. Company situation

Racing Program

☐ Trial

☐ Albert Cabestany: The current generation



I. Company situation

Racing Program

☐ Trial

☐ Miquel Gelabert : The next generation



II. 2018 Enduro Evolutions



II. 2018 Enduro Evolutions

Welcome to SHERCO SE-R 125 !



100% new project to complete the range

II. 2018 Enduro Evolutions

Context : The Engine to complete the range

- ☐ The 125 market is large in Europe, especially among young riders.
- ☐ Motorcycle developed 100% for enduro but tested in MX and sand.
- ☐ Tested in racing (French championships)
- ☐ Euro 4 homologation
- ☐ Attract young riders to Sherco brand



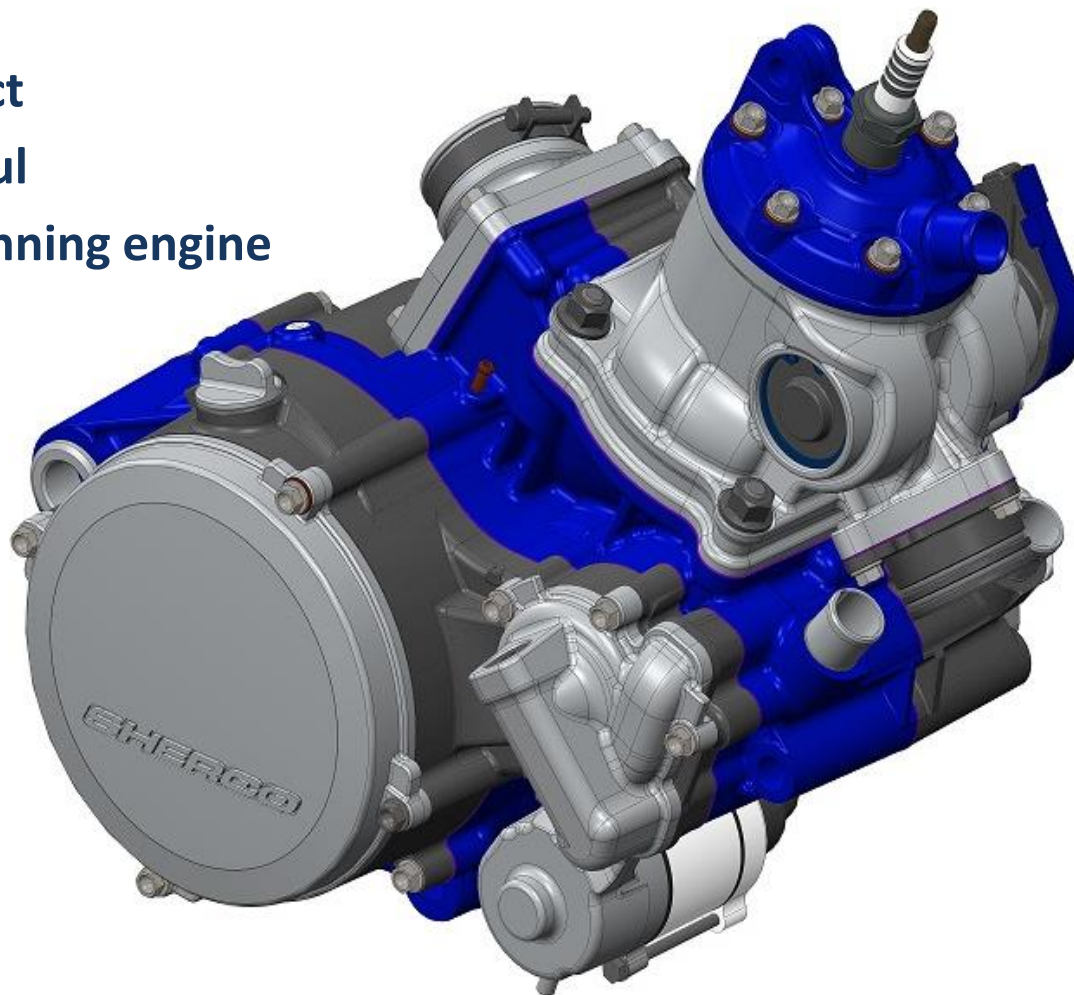
Product philosophy: making a high performance motorcycle

- ☐ Light weight and ease of handling that is a characteristic of Sherco motorcycles
- ☐ Be part of the reference 125 category (in competition and leisure)

II. 2018 Enduro Evolutions

ENGINE

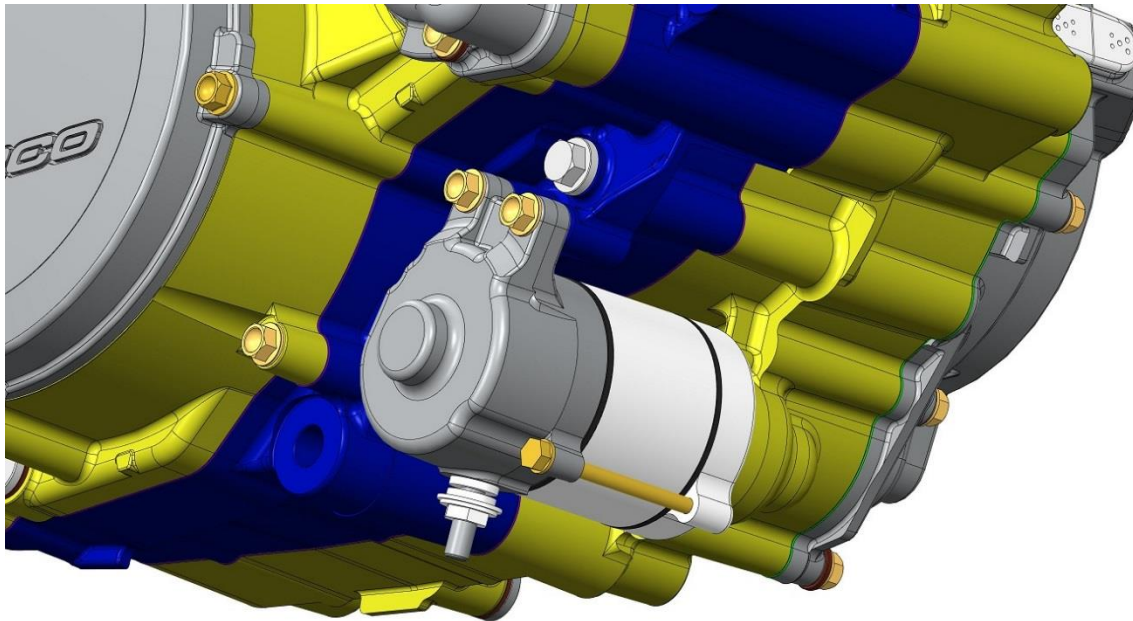
- ☐ Compact
- ☐ Powerful
- ☐ Cool running engine



II. 2018 Enduro Evolutions

ENGINE

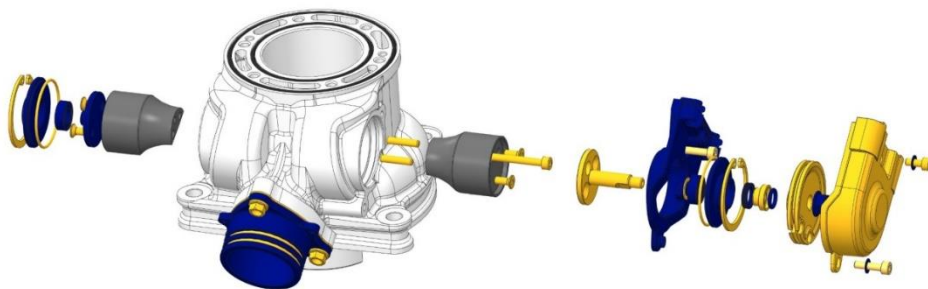
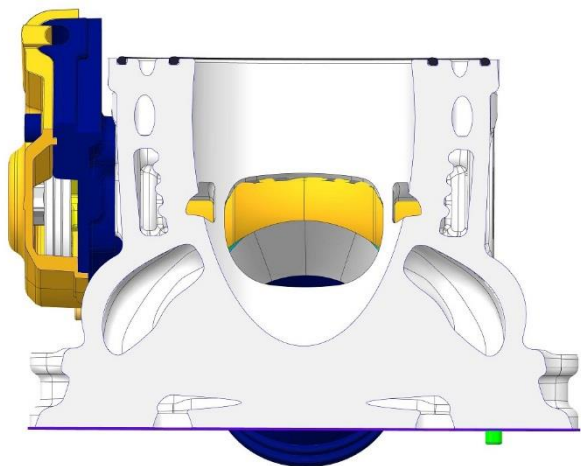
- ☐ Starting system: Only electric starter located under the engine (Sherco 2T experience)
- ☐ More than 10,000 start-up cycles



II. 2018 Enduro Evolutions

ENGINE

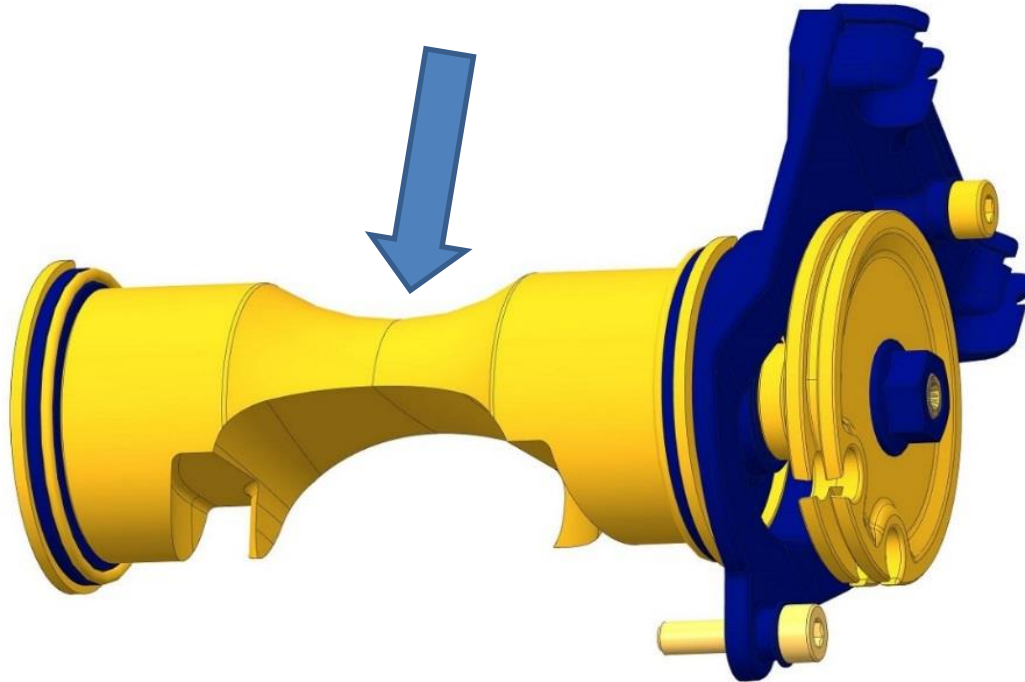
- ❑ Rotative drum valve that permit progressive delivery of the power
- ❑ Electronic exhaust valve system: 2-piece drum including exhaust valve and boosters
 - ❑ Exit exhaust slider system from 250/300 2T
 - ❑ Drum valve
- Optimum sealing with the piston when the valve is closed
- Mechanically simple
- Easy to maintain and adjust
- Strong and reliable



II. 2018 Enduro Evolutions

ENGINE

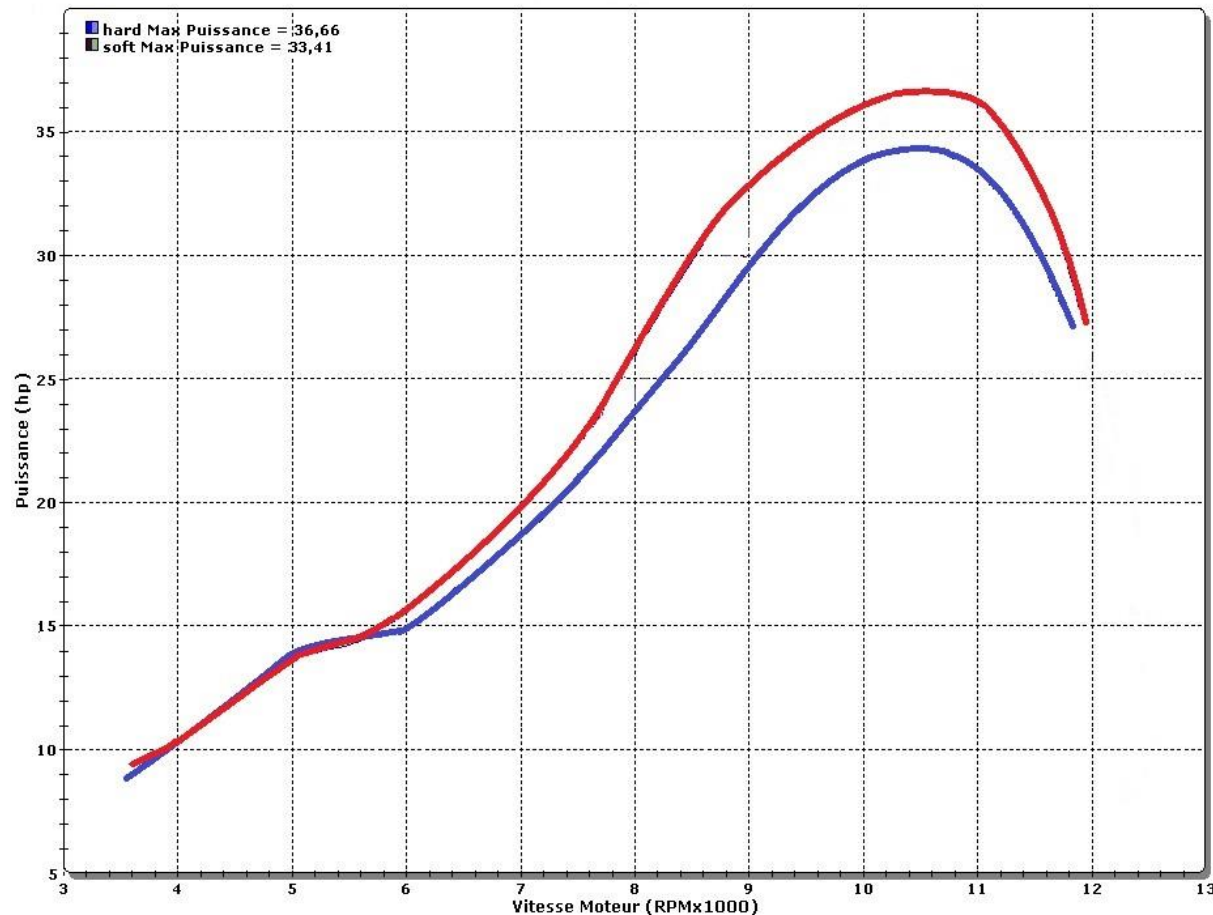
- ❑ Precise control of valve opening according to the RPM
 - ❑ Composed of 2 parts
 - ❑ Light aluminum material
 - ❑ Special shape to avoid sticking
 - ❑ Significant differentiation between Sherco and the competition



II. 2018 Enduro Evolutions

ENGINE

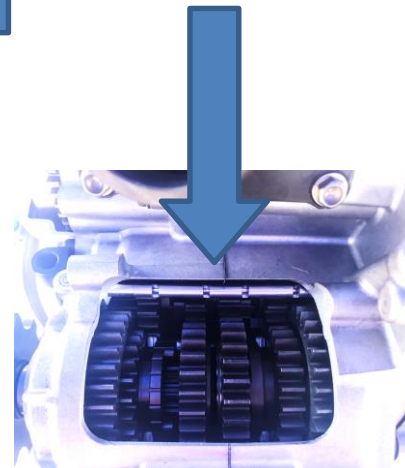
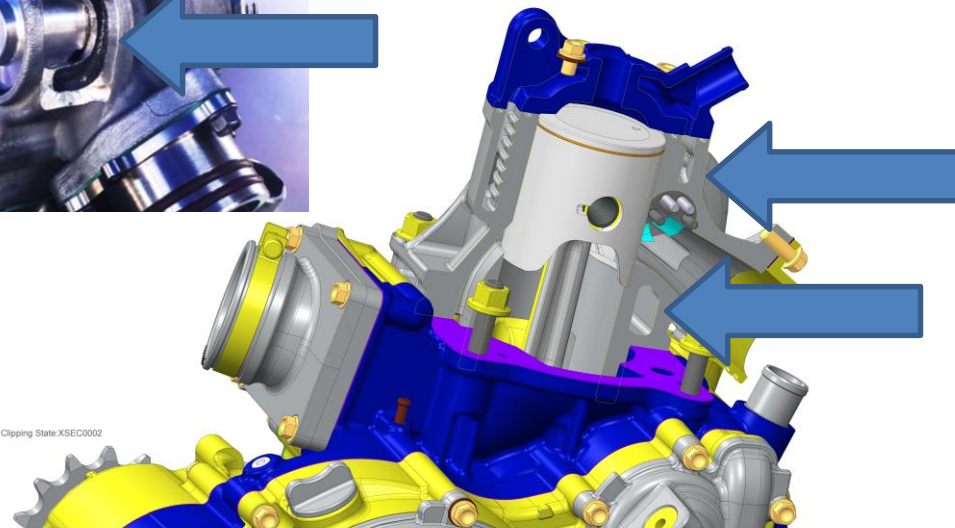
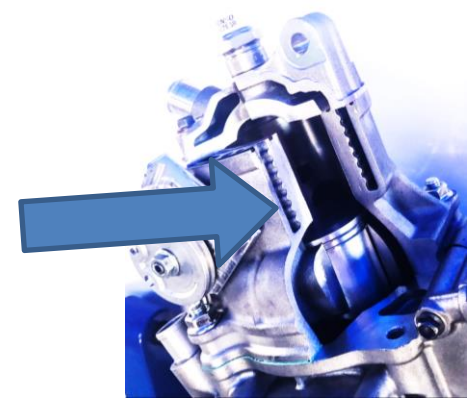
- ❑ 2 maps (Soft/Hard) standard with switch button 3HP difference



II. 2018 Enduro Evolutions

ENGINE

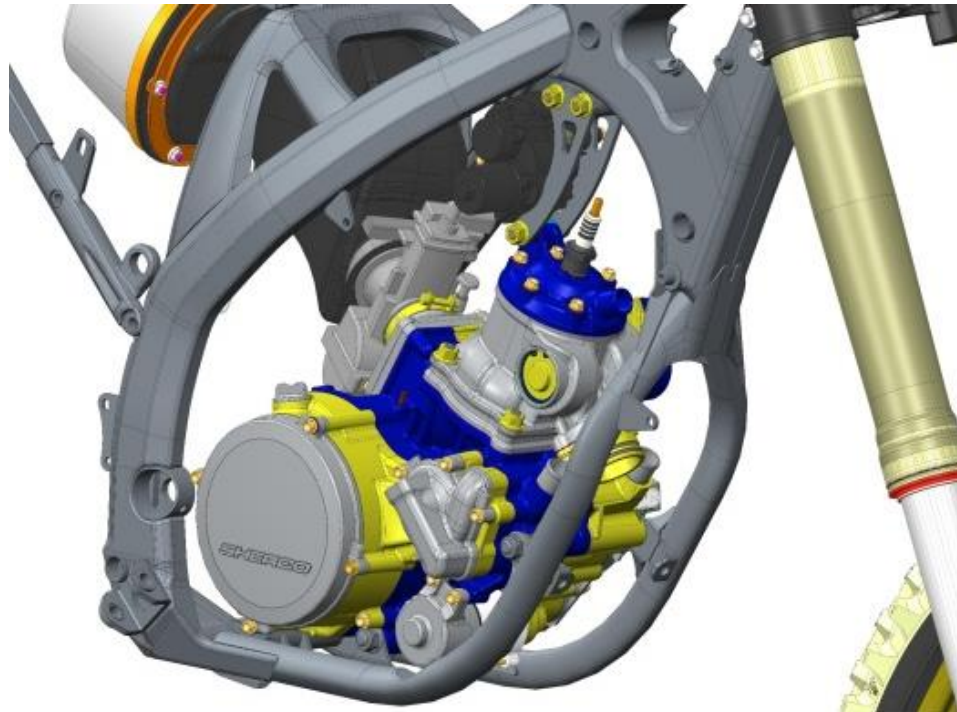
- ❑ Stability of combustion chamber with Water on all faces of the cylinder
- ❑ Water chamber under the valve system



II. 2018 Enduro Evolutions

ENGINE

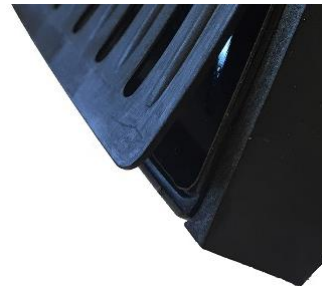
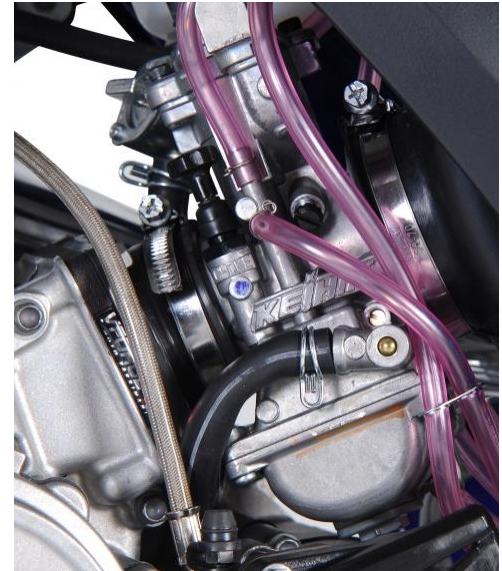
- ❑ Monobloc cylinder head
- ❑ Head bracket design has vertical C shape
 - ❑ Reduces stresses at the frame interface



II. 2018 Enduro Evolutions

ENGINE

- ❑ Keihin PWK 36 carburetor: A reference
- ❑ Viton intake pipe material : ease of assembly, improved reliability
 - ❑ Number of parts reduced
 - ❑ Carburetor fixed by only one clamp
- ❑ Vforce 4R reedcase :
 - ❑ Low and midrange power gain 1 Hp
 - ❑ Stoppers for an optimal life.
 - ❑ Rubber on the reeds case to maintain sealing



II. 2018 Enduro Evolutions

ENGINE

☐ Powerful ignition: 220W

- ☐ Great for additional light connection
- ☐ Same power as 300 4T

☐ Double segment piston

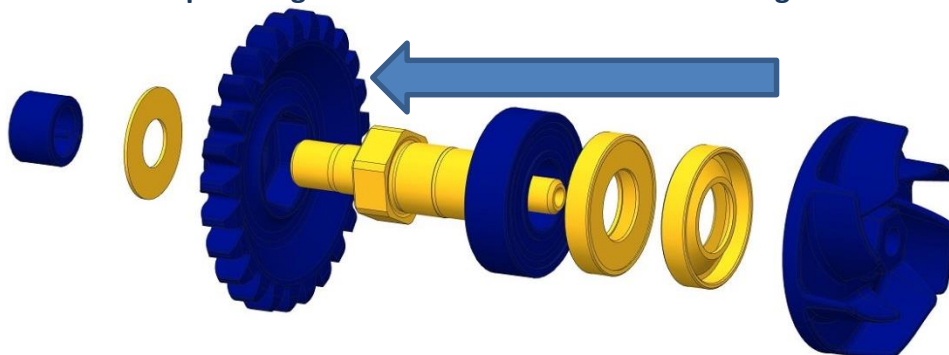
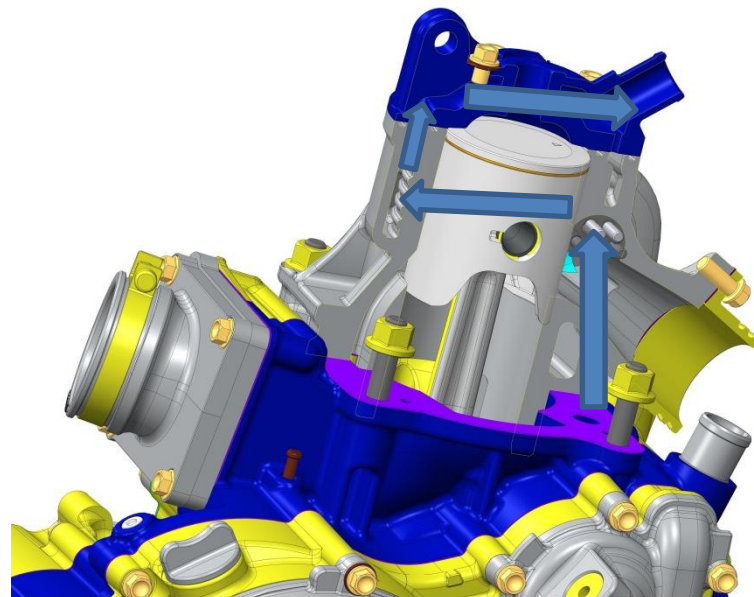
- ☐ Increased sealing
- ☐ Longevity improved

☐ Viton exhaust gasket

- ☐ High temperature resistant.

☐ Optimized water pump

- ☐ DLC treatment shaft and specific high-pressure seals
- ☐ Standard turbine and gaskets
- ☐ Plastic pinions glass fiber raw material PA66 for weight reduction



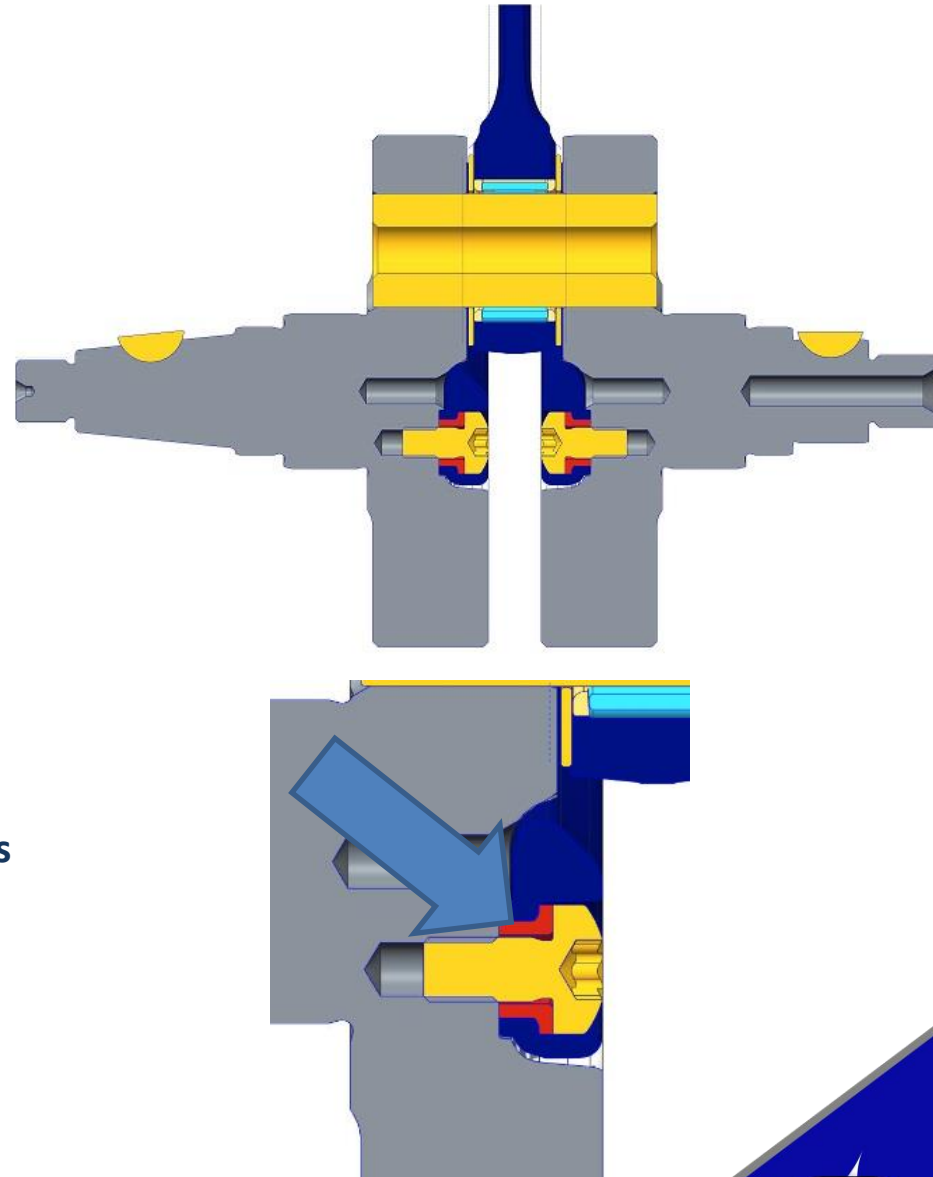
II. 2018 Enduro Evolutions

ENGINE

☐ Crankshaft:

- ☐ Inertia studied for enduro:
Provides excellent low end power with a smooth transition
- ☐ Composite flywheels: PA66 glass fiber filler) secured with spacers to ensure optimum tightening

☐ FCC clutch discs: proved on our 4T models



II. 2018 Enduro Evolutions

CYCLE PART :

Sherco's experience adapted to the small engines

Specific 125 geometry

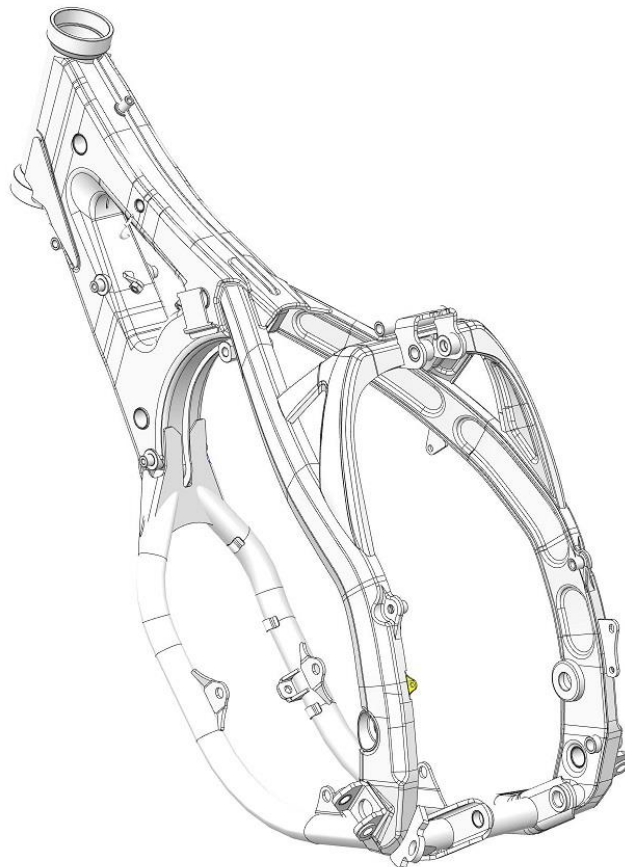
☐ Specification:

- Common base 250 / 300cc
- 15mm shorter wheelbase
- Steering angle reduced by 0.9 degrees

☐ Standardization:

Whole cycle and body part common to other Sherco models.

(Wheels, swingarm, plastics, brakes, handlebars, tires, air box, saddle ...)



Specific shock and fork settings. WP Xplor fork used on factory models.

II. 2018 Enduro Evolutions

Other Enduro models



II. 2018 Enduro Evolutions

CYCLE PART :

- ❑ **NEW WP 46 SHOCK**
 - ❑ Modified settings for better absorption
 - ❑ Bottom and compression
 - ❑ Eliminates link axle bending
 - ❑ All models except 450



II. 2018 Enduro Evolutions

CYCLE PART :

- ❑ NEW RADIATOR CAP
 - ❑ Easier to access and open



II. 2018 Enduro Evolutions

CYCLE PART :

- ❑ **New Seat Material Luna Sella De La Valle**
 - Improved grip in wet conditions

- ❑ **Inmolded Graphic Kit for 2018**
 - UV resistance fluorescent yellow

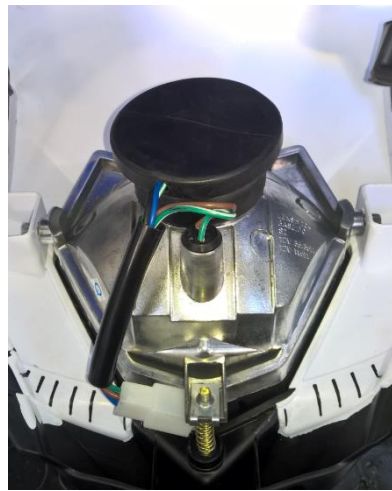
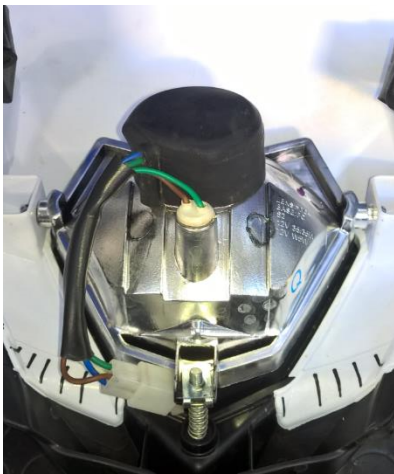
- ❑ **PLASTICS MATERIAL**
 - 20 % more flexible
 - Handguards have rubber built in
 - Rear mudguard reinforced on rear number plate fixation



II. 2018 Enduro Evolutions

CYCLE PART :

- ☐ **Water resistance computer**
 - ☐ New membrane system
- ☐ **Front light**
 - ☐ Reinforced mount
 - ☐ New front light bulb for resistance to shocks and vibrations
 - ☐ Protection rubber redesigned behind light



II. 2018 Enduro Evolutions

CYCLE PART :

- ☐ **Rear wheel axle**
 - ☐ New assembly process with Loctite and stronger tightening torque
- ☐ **New gripster aluminium overmolded**
 - ☐ Better contact assembly

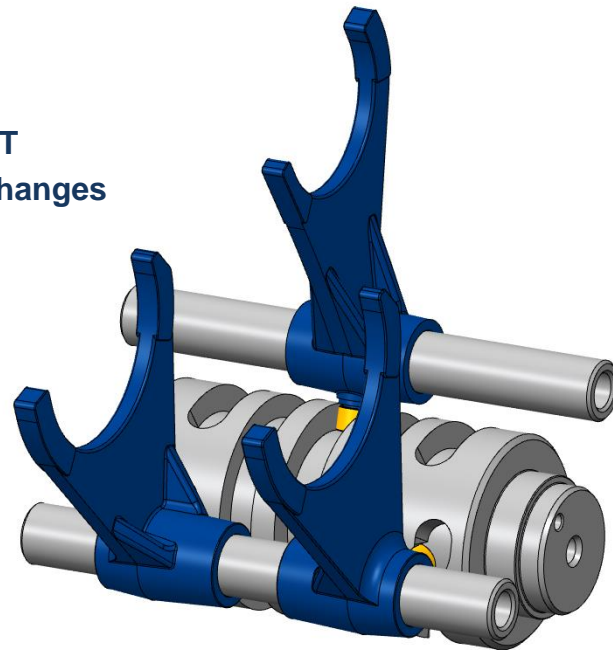
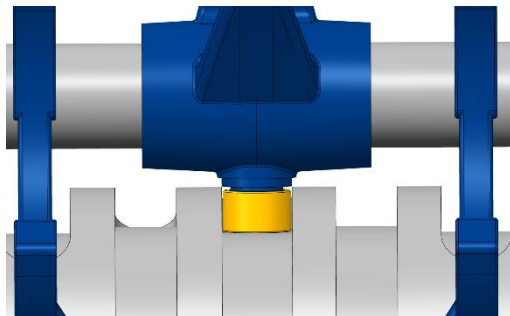


II. 2018 Enduro Evolutions

CYCLE PART :

☐ MODIFIED SELECTION DRUM

- ☐ New shifter fork rollers on the 250/300 2T and 450 4T
- ☐ Selector drum profile modified for smoother gear changes
- ☐ Improved precision



☐ GEAR SELECTOR SPRING

- ☐ Stronger with longer service life
- ☐ Tested and proven in the Dakar Rally

II. 2018 Enduro Evolutions

250 / 300 SE-R 2T 2018:



II. 2018 Enduro Evolutions

250 / 300 SE-R 2T 2018 common evolutions

- ❑ Riders who promote this Engine design
 - > Wade Young
 - > Mario Roman

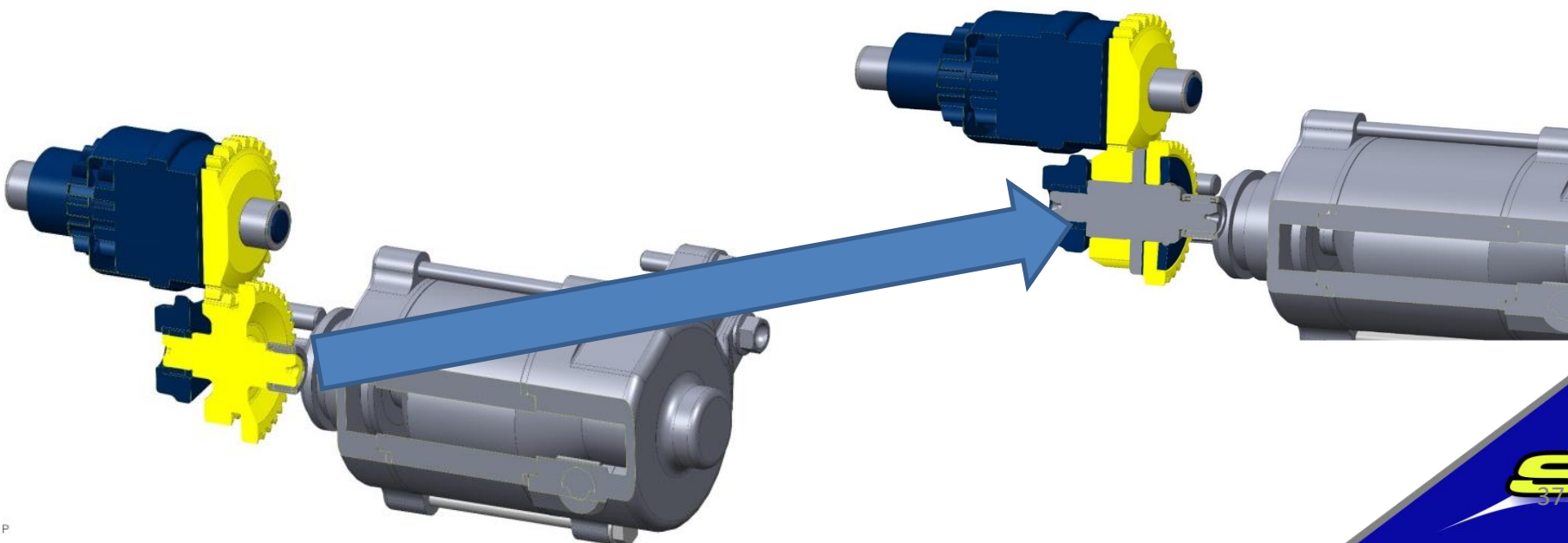


II. 2018 Enduro Evolutions

250 / 300 SE-R 2T 2018 :

ENGINE :

- ☐ BENDIX TORQUE LIMITOR
 - ☐ Resistance system improvement
 - ☐ The double pinion becomes torque limiter



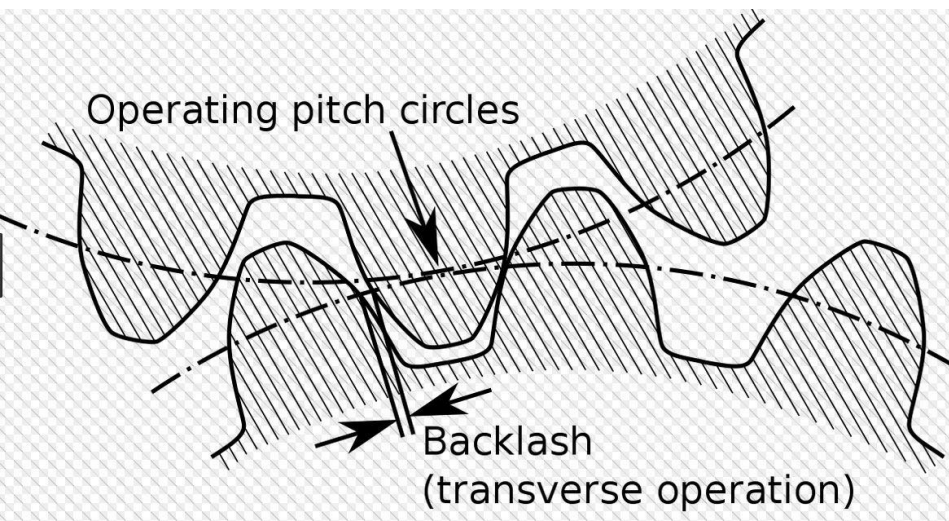
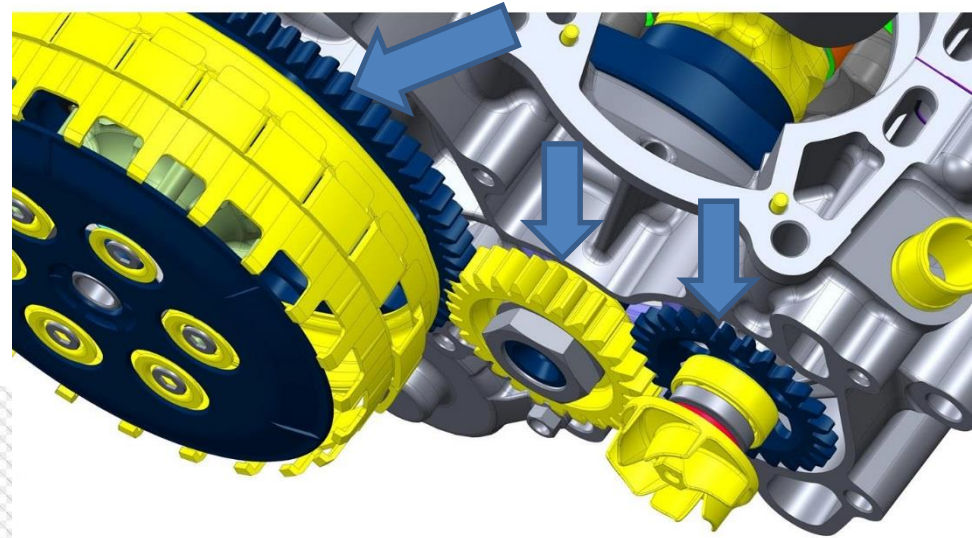
II. 2018 Enduro Evolutions

250 / 300 SE-R 2T 2018:

ENGINE :

- ❑ SPROCKET DESIGN
 - > PRIMARY TRANSMISSION DRIVE AND WATER PUMP MODIFIED

- ❑ Friction reduced
- ❑ Improved performance
- ❑ Less noise



II. 2018 Enduro Evolutions

250 / 300 SE-R 2T 2018:

ENGINE :

☐ CLUTCH ASSEMBLY REINFORCED

- ☐ Increased reliability
- ☐ Clutch hub with different machining washer spacer location

☐ NEW WATER PUMP SEALING

- ☐ Output
- ☐ Longer life
- ☐ Seal ring adapted from 4T range

☐ NEW CYLINDER GASKET

- ☐ Longer life

II. 2018 Enduro Evolutions

250 / 300 SEF-R 4T 2018:



II. 2018 Enduro Evolutions

250 / 300 SEF-R 4T 2018 common evolutions

- ☐ Riders who promote this Engine design
- ☐ Matthew Phillips World Champion GP E2
- ☐ Lorenzo Santolino Leader in Spanish Championship
- ☐ Jeremy Tarroux Winner of all classic races this season



II. 2018 Enduro Evolutions

250 / 300 SEF-R 4T 2018 common evolutions

- ☐ New Exhaust Pipe Collector
 - ☐ Better response at low RPM
 - ☐ The new shape provides heat protection for the riders boot
 - ☐ Esthetic
 - ☐ No heat protection plate necessary



II. 2018 Enduro Evolutions

250 / 300 SEF-R 4T 2018 common evolutions

CYCLE PARTS :

- ☐ NEW SILENCER
 - ☐ More power
 - ☐ Weight reduction: - 300 g
 - ☐ Six Days design
 - ☐ Stronger aluminium tube
 - ☐ Improved impact resistance

- ☐ INJECTION MAPPING CALIBRATION
 - ☐ Improved performance
 - ☐ Better throttle response



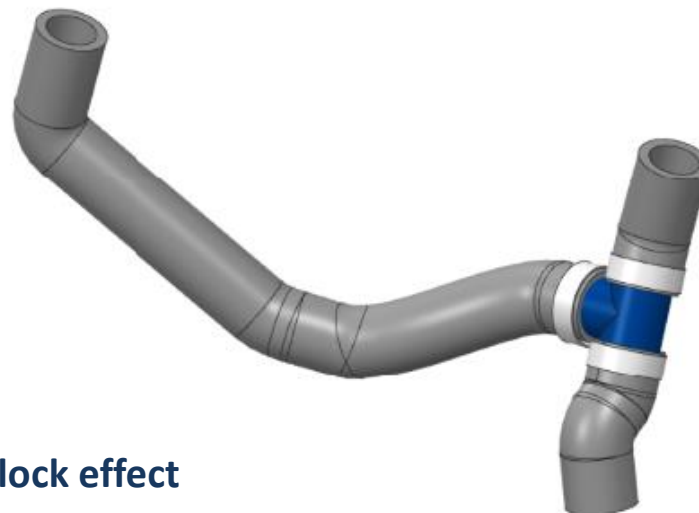
II. 2018 Enduro Evolutions

250 / 300 SEF-R 4T 2018 common evolutions

CYCLE PARTS

☐ ALUMINIUM T COOLING SYSTEM

- ☐ Improved life in extreme conditions
- ☐ Ideal during extreme riding
- ☐ Maintains a more even engine temperature



☐ FUEL PUMP EVOLUTIONS

- ☐ Internal fuel circuit to avoid vapor lock effect
- ☐ Pressure regulation optimized (new regulator mount)

II. 2018 Enduro Evolutions

300 SEF-R 4T (SPECIFIC)

ENGINE

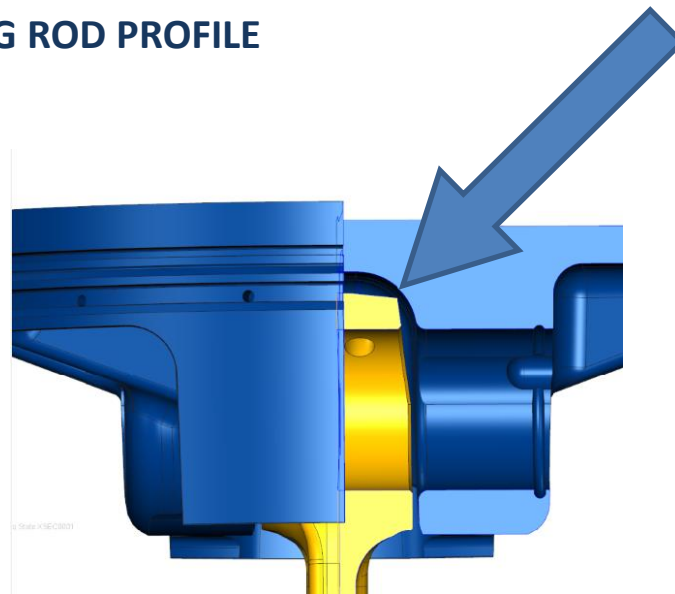
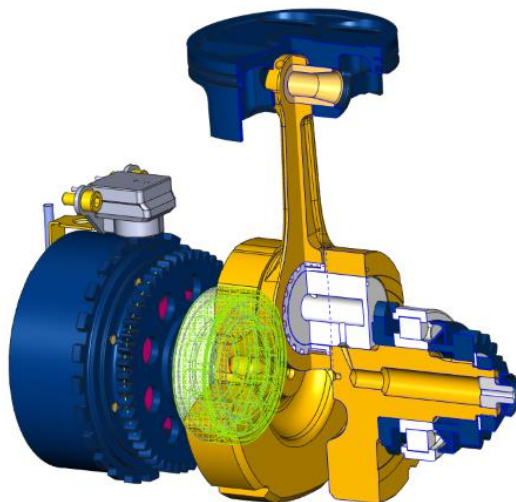
☐ NEW PISTON

- ☐ Longer life
- ☐ Compression increased
- ☐ More Performance



☐ NEW CRANKSHAFT WITH V CONNECTING ROD PROFILE

- ☐ Adapted to new piston
- ☐ The connecting rod has a viper shaped head



II. 2018 Enduro Evolutions



II. 2018 Enduro Evolutions

450 SEF-R 4T 2018:

CYCLE PARTS :

- ☐ NEW SILENCER
 - ☐ More power
 - ☐ Weight reduction: - 500 g
 - ☐ Six days design
 - ☐ Aluminum
 - ☐ Improved impact resistance



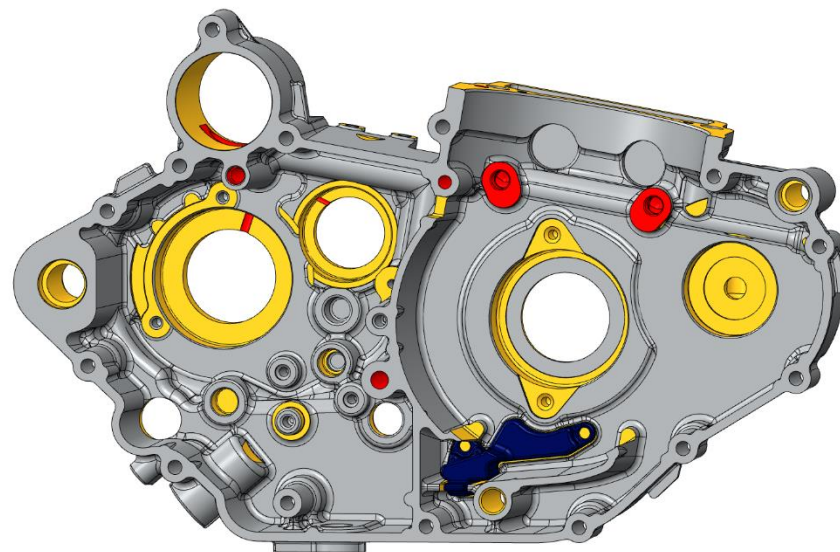
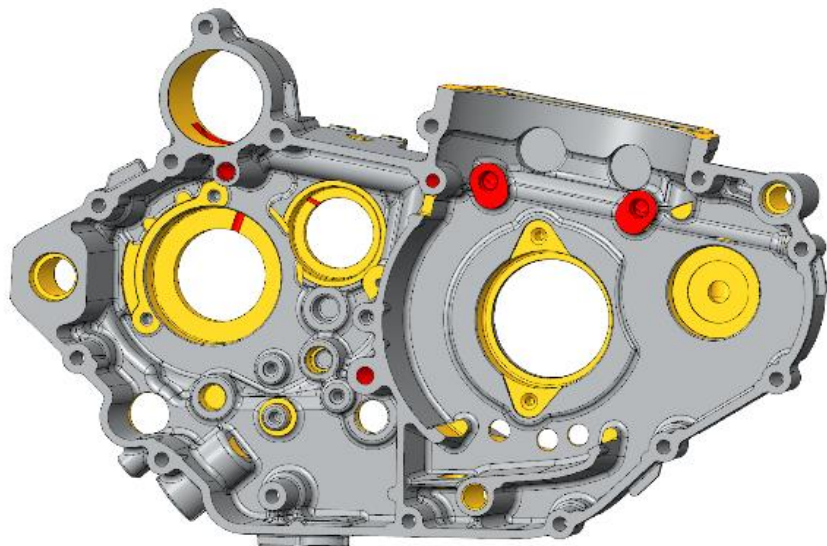
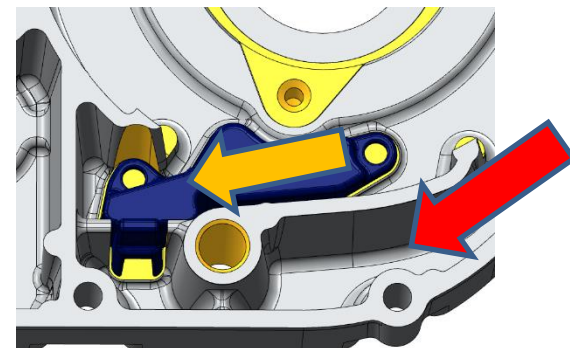
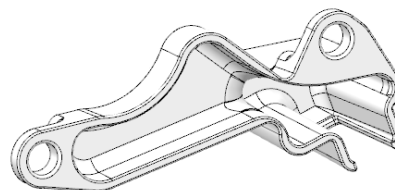
II. 2018 Enduro Evolutions

450 SEF-R 4T 2018:

ENGINE :

☐ OIL CIRCUIT SYSTEM MODIFIED

- ☐ Better heat control
- ☐ More performance
- ☐ Dakar tested



II. 2018 Enduro Evolutions

450 SEF-R 4T 2018:

☐ CLUTCH EVOLUTIONS:

- ☐ Clutch plate oil jet mount reinforced
 - ☐ Neutral easier to select
 - ☐ Reduced slippage

☐ CYLINDER HEAD EVOLUTIONS:

- ☐ Redesigned distribution chain tensioner adjuster (material / geometry) Dakar type
 - ☐ Plastic Bush with different material
- ☐ Valve guides and seats modified due to new technology of machining
- ☐ Performance and longer life
- ☐ Reinforced cylinder head fasteners

II. 2018 Cross Country Range

Available in all engine versions:



II. 2018 Cross Country Range

Benefits from all enduro evolutions:

- ☐ 125 SC-R:
 - ☐ Blue Rims
 - ☐ XPLOR Front fork
 - ☐ Aluminium silencer with carbon tip
 - ☐ Rear MX tire



II. 2018 Cross Country Range

Benefits from all enduro evolutions:

- ☐ 250/300 SC-R:
 - ☐ Mx Fork double cartridge with spring
 - ☐ Fmf silencer
 - ☐ Rear MX tire



II. 2018 Cross Country Range

Benefits from all enduro evolutions:

- ☐ 250/300 SCF-R:
 - ☐ Mx Fork double cartridge with spring
 - ☐ Ackrapovic full exhaust system
 - ☐ Rear MX tire



II. 2018 Trial Evolutions



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

☐ SUSPENSION EVOLUTIONS

☐ ALUMINIUM FORK TECH

- ☐ Lower weight: – 850 g
- ☐ Comfort
- ☐ Steering optimized

☐ REIGER NEW SHOCK ABSORBER

- ☐ Absorption
- ☐ Traction
- ☐ Precision
- ☐ Repeatability



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

- ☐ AIR FILTER MOUNT
 - ☐ Easier to disassemble



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

- ☐ MODIFIED RADIATOR
 - ☐ Easy water level control
 - ☐ Improved access



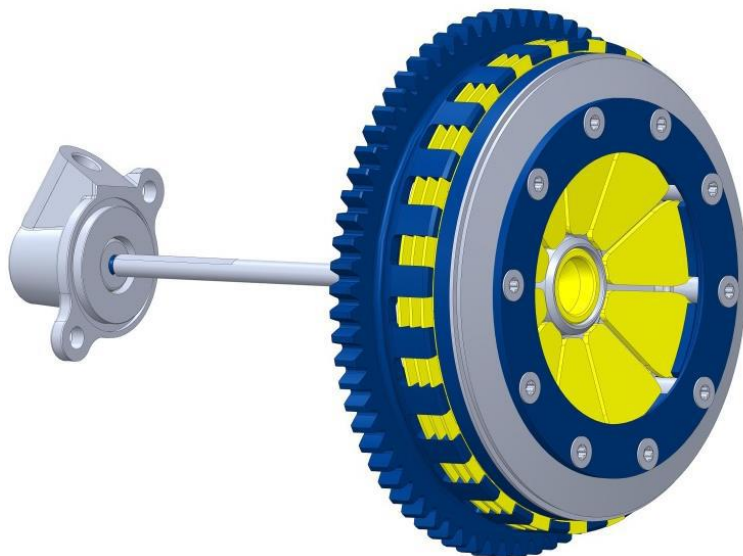
II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

☐ CLUTCH EVOLUTIONS

- ☐ Low volume AJP master cylinder
 - ☐ Better control feeling
- ☐ Clutch receptor sealing optimized
- ☐ Profile of the hose has been modified
 - ☐ Precision
 - ☐ Reliability



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

- ☐ Frame reinforced for the exhaust mounts
- ☐ New Position Dual Map Switch
- ☐ Foot pegs Position Optimized



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

- ☐ Fuel tank vent hose relocated



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

CYCLE PARTS :

- ☐ Rear Sprocket Protection
 - ☐ More security
- ☐ Black Swing arm



II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

ENGINE :

- ☐ Re map CDI:
 - ☐ More performance at lower RPM and smoother transition

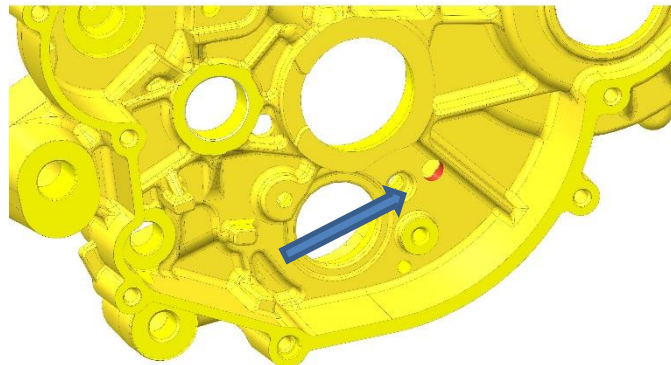
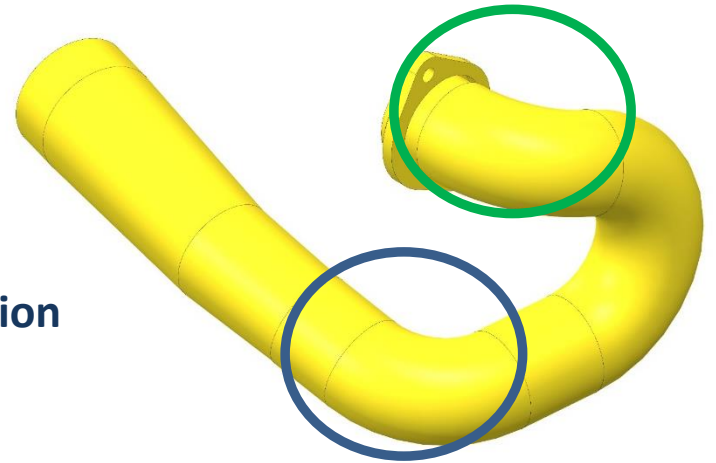


II. 2018 Trial Evolutions

ST 125 / 250 / 300 Common evolutions

ENGINE :

- ☐ New Dark Grey Crankcase color
- ☐ Evolution of diameter bigger blue
- ☐ Progressive exhaust 125 green
- ☐ Better cooling of the clutch by oil retention



II. 2018 Trial Evolutions

ST 125 Specific Evolutions

ENGINE :

- ☐ New primary transmission ratio:
- ☐ Allows 9 / 44 secondary (same 250 / 300 ST)
- ☐ Sprocket diameter reduction
- ☐ Chain effect reduced
 - ☐ Better shock absorption

