Sherco Motorcycle

Assembly Instructions

This manual is intended to be used as an assembly guide for the Sherco 1.25 – 2.9 Trials Motorcycles. The motorcycle shown in the pictures is a new 2002, 2.9, the one that you are assembling may be slightly different but the principles shown will apply to all of the models indicated.

The technician shown in the photographs is David Chaves who received his training at the Sherco factory in Spain. David is also a member of Team Sherco and is competing in the NATC national series as a Champ rider.

The pictures start out showing the bike in the crate and progress through the complete assembly process.

If you have any question or are not certain about any procedure call Ryan Young Products on 1-800-607-8742.
These pictures show how the bike is packaged and shipped from the factory.

Set the crate upright as shown.
Preparation for assembly.

Remove both of the straps.
Lift the box off of the bike and set aside.
These pictures show the bike in it’s shipping configuration.
This picture shows how the axle bolt is used to retain the bike to the crate.
Set the front wheel and the package containing the plastic parts aside.
Carefully remove all of the protective plastic wrap.
The bike is now ready to be assembled.
Handlebar Installation

David removes the 2 rear bolts and loosens the front 2. This allows him to install the handlebars without having to completely remove the clamps.
The handlebar adjustment is unique to each rider, David usually rolls them forward. These 4 bolts should be tightened to 15 ft lbs.
In order to remove the bike from the wooden crate you must remove the front axle. The first step is to loosen the 2 bolts on the front of the fork leg.
Carefully remove the front axle. If it is in a bind you may have to loosen the fork brace bolts.
David now sets the bike on a stand so that he can install the front wheel.
Make sure that the threads in the fork are clean, David uses an air gun and blows out any foreign material that may be present.
David makes sure that the axle fits perfectly before he installs the wheel. If the fork legs are not aligned properly the threads on the axle can be ruined. You may have to loosen the fork brace bolts in order to properly install the axle.
Make sure that there is enough clearance between the brake pads to install the brake disc. In this case the pads were touching.
Loosen the brake adjusting screw enough so that the brake lever has free play. This will allow the brake pads to be pushed apart so that the brake disc will fit.
David used a small screw driver and gently opened up the brake pads so he can install the front wheel assembly. **DO NOT FORCE THE PADS APART AS YOU COULD DAMAGE THEM.**
Carefully slide the disc between the brake pads

Install the axle.
Install the spacer.

Tighten the axle to 44 ft lbs

Tighten the pinch bolts to 8 ft lbs
Take the bike off of the wooden shipping frame and set it back on the stand in preparation for the final assembly.

The Bike Is Now Ready To Have The Headlight and Fenders Installed.
Open the package that contains the plastic parts and lay them out in preparation for installation.
Front Brake Caliper Guard Installation

Remove the lower brake caliper fixing bolt.

Remove the small bolt from the bottom of the fork leg.
Install the plastic caliper guard using the 2 bolts that were removed in the previous step. Tighten the brake caliper bolt to 15 ft lbs and tighten the small lower bolt snugly, do not strip it out.
The next step is to install the front fender. Remove the 2 fender mounting bolts from the fender mounting bracket.
Set the fender in place on the bracket.

Install the fender bolts.
Headlight Installation

Attach the headlight wire to the chassis wiring harness.

Fasten the headlight to the fork tubes using the 2 zip ties.
Tighten and then cut the loose ends off of the zip ties.

Push the cut ends in towards the back of the headlight.
You could continue with assembly but it is prudent to take the time to check the coolant level in the radiator.

David will take the time to go through the steps to check the coolant level before he finishes putting the bike together.

The first step is to remove the rear fuel tank mounting bolt.

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Remove the front mounting bolt and disconnect the fuel tank overflow line.

Disconnect the fuel line from the fuel valve.
Remove the fuel tank.
Carefully remove the radiator cap, you can remove it without removing the ignition coil.

Check the coolant level. It should cover the fins and not be up in the filler neck of the radiator.
If you need to add coolant we recommend Maxima premixed coolant 50/50 mixture.

Also shown are the Maxima gear oil and 2 stroke oil we recommend.

These items are available from Ryan Young Products.
Carefully reinstall the radiator cap.

David uses a screwdriver as a lever to tighten the radiator cap.
Fuel Tank Installation

- Reinstall the fuel tank.
- Install and tighten the front mounting bolt.
- Reattach the fuel tank overflow hose.
Reconnect the fuel line.
Rear Fender Installation

Remove the 2 fender mounting screws.

Route the tail light harness as shown.
Connect the tail light harness to the chassis harness.

Install the fender, note that the lip on the fender overlaps the lip on the air box.
This picture shows the installed fender, note how the lip on the fender fits over the lip on the air box.
Rear Fender Installation Continued.

Install and tighten the front fender (rear fuel tank) bolt.

Install and tighten the 2 rear fender mounting bolts.
The foot peg mounting bolts are tightened at the factory so that they are in an upright fixed position for shipping. Loosen the bolts just enough to allow the foot pegs to move freely.
The bike should look like this except it should have the headlight installed, we removed the headlight while taking pictures for another project. As pictured the bike is ready for competition.
Finishing Touches

David Goes Around The Bike and Tightens all of These Bolts

David is shown tightening the rear sprocket bolts.

In this picture he is tightening the rear brake caliper bolts.
Here he is tightening the front brake caliper bolts.

Tighten the fork brace bolts.
Here we see David tightening the triple clamp bolts.
David also tightens the exhaust flange bolts.
The bike is now ready to be filled with fuel, 93 octane 80:1 gas oil mixture and test ridden.

We recommend that you take the time to check all of the bolts for tightness, we showed the ones that David believes are extremely critical.

We also suggest that you use a good brand of anti seize on all bolts that are threaded into aluminum.

If you have any questions please call Ryan Young Products on 1-800-607-8742.