

SHERCO



2021 ENDURO LAUNCH

THE FASTEST GROWING COMPANY IN THE OFF-ROAD MOTORCYCLE INDUSTRY



SHERCO

ENDURO RACING



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ENDURO RACING



ENDURO RACING

❑ SE RACING SPECIFIC CYCLE PARTS

- ❑ New 2021 Racing graphics kit in mold
- ❑ WP XPLOR fork with preload adjustments and WP shock absorber
- ❑ Black seat
- ❑ Black frame protectors
- ❑ Black Excel Rims
- ❑ New grips (black)
- ❑ New Brake Spring
- ❑ Michelin Tires on all bikes
(homologated and non homologated)



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ENDURO RACING

❑ SE RACING SPECIFIC CYCLE PARTS

❑ New 2021 Racing graphics kit Inmold

New graphics that are identical on the Racing and Factory models because we love all of our customers and believe that they have the right to have the most beautiful motorcycles available.



The new aggressive design graphics kit is made from a material that is more durable and resistant to damage.

ENDURO RACING

❑ SE RACING SPECIFIC CYCLE PARTS

❑ WP XPLOR fork and shock absorber

Compression and rebound are adjustable at the top of the fork. 48mm diameter, 300mm travel. Preload adjustment.

Monoshock progressive rear suspension.

High and low speed compression and spring pre-load.



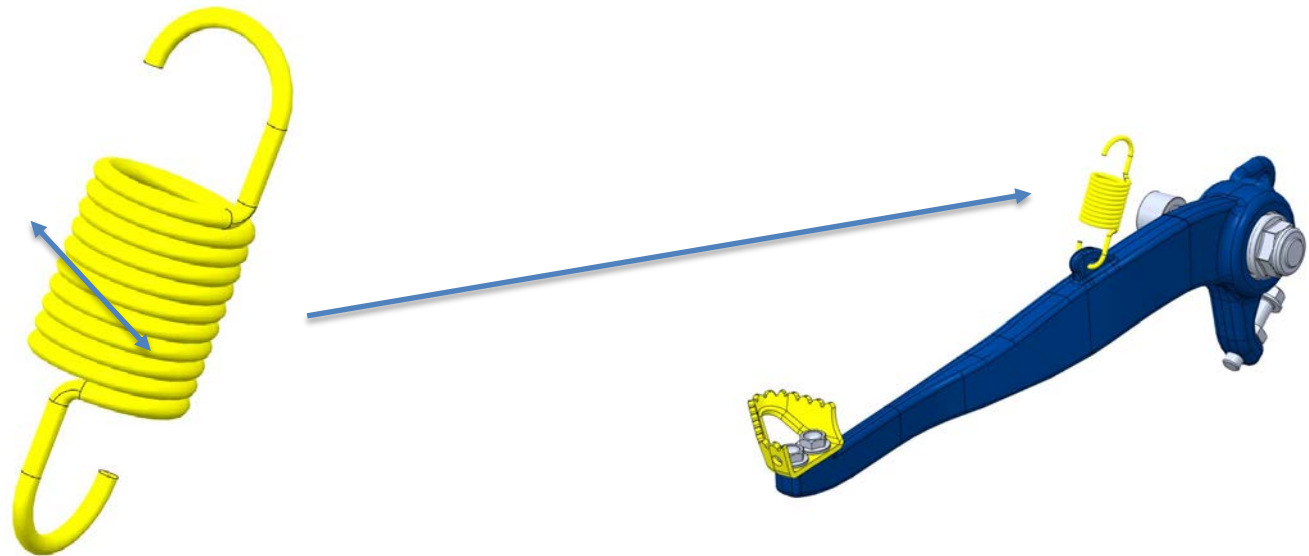
ENDURO RACING

❑ SE RACING SPECIFIC CYCLE PARTS

❑ New Brake Spring

Larger diameter spring to improve pedal return.

Larger
diameter spring



ENDURO RACING

❑ SE RACING SPECIFIC CYCLE PARTS

❑ Michelin.

Michelin enduro Medium. Mounted in 140 at AR, ready to roll



ENDURO RACING

□ FOR WHICH RIDER?

The Racing SE range is made for people who love to spend time on their bike. From Sunday ride to more exigent trails, those bikes proved their ability to suits any enduro conditions. His rider will find reability, confidence and performance. Just ride it.



ENDURO FACTORY



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ENDURO FACTORY



ENDURO FACTORY

SE FACTORY SPECIFIC CYCLE PARTS

- New 2021 Racing graphics kit in mold
- KYB suspensions
- Akrapovic full exhaust pipe (4T)
- FMF exhaust pipe (2T)
- Galfer brake disc
- AXP skid plate
- Black Excel Rims
- Soft bi-composite grips (blue)

- Blue frame protectors
- Neken Mousse Pad
- Blue SELLE DALLA VALLE seat
- Expansion tank
- Fan



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ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

- ❑ **KYB 48 mm fork and the ultimate model 50 mm shock absorber**
 - Double closed sealed cartridges with hydraulic settings and spring calibration
3 way hydraulic adjustment
 - More stability and security at high speeds, Better absorption of big bumps



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ New full Titanium Akrapovic exhaust pipe.

We will come back to this when talking about the engine.



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ Excel Rims and AXP skid plate



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ GALFER front disc brake

- Braking improvements
- Lighter by 70gr



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ Blue frame protectors

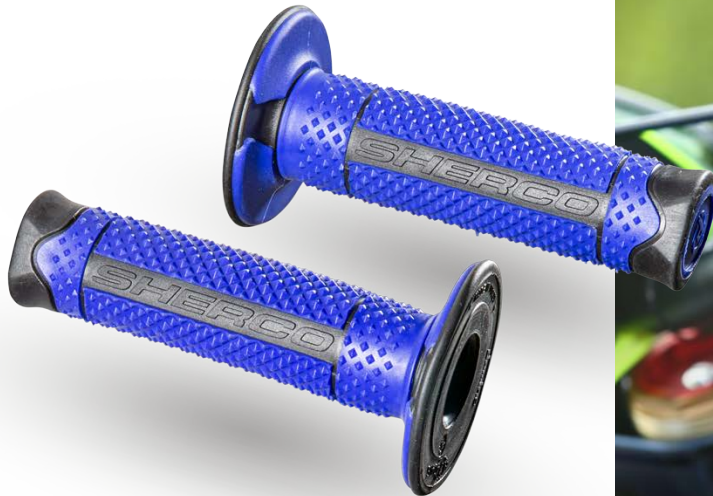


ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ NEW Soft bi-composite grips

These new grips are more durable because of the internal material and more comfortable for the rider because of the new outside material



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ Blue SELLE DALLA VALLE seat

Improved durability proved in years of racing

High grip design developed for racing use



ENDURO FACTORY

❑ SE FACTORY SPECIFIC CYCLE PARTS

❑ Expansion tank (2T)

On all factory models along with the fan.



ENDURO FACTORY

□ FOR WHICH RIDER?

The Factory SE range is dedicated to the most demanding riders. Premium components and factory finishes bring the bike to another level, race ready. It is the choice of our Factory Racing Team. Ride it up to podiums!



ALL ENGINES

□ ENGINE RANGE



2 STROKE

- 125cc



2 STROKE

- 250cc - 300cc



4 STROKE

- 250cc - 300cc



4 STROKE

- 450cc - 500cc

125 2T ENGINE

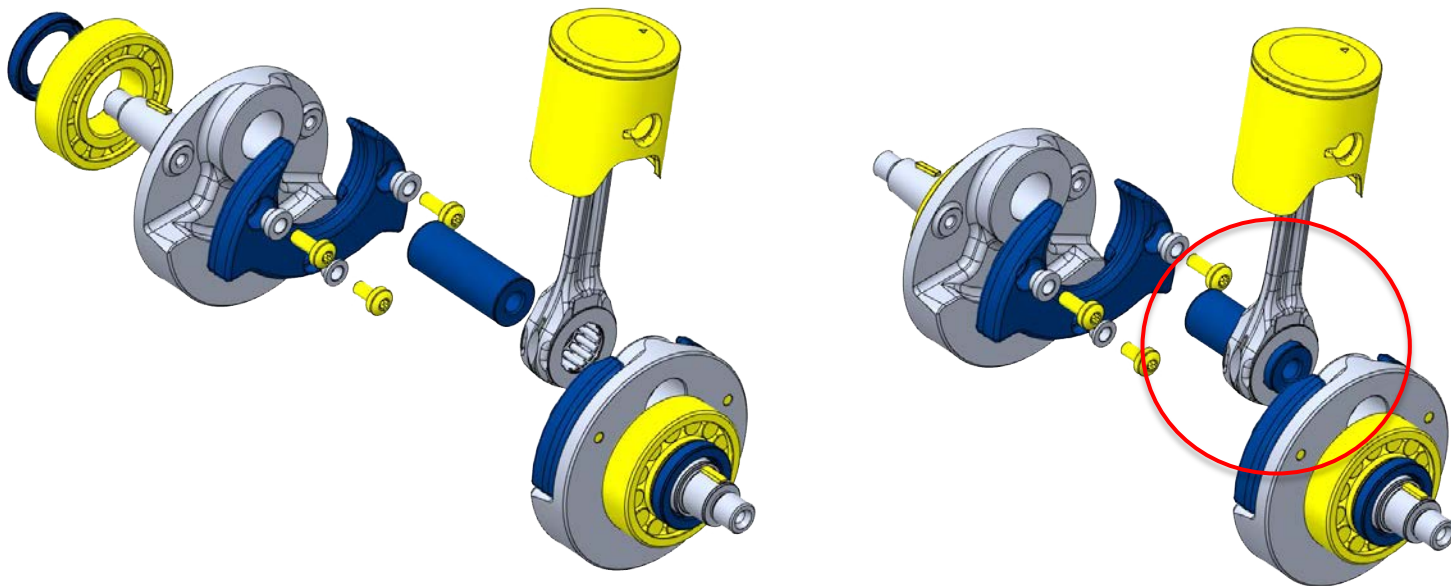


125 2T ENGINE

□ 125 SE

□ New crankshaft assembly

For long term reliability



125 2T ENGINE

□ FOR WHICH RIDER?

The SE 125 is the ideal bike for those who enjoy playing around with a lightweight machine. If you are looking for easy fun, it is the best choice you can make.



250 / 300 2T ENGINE



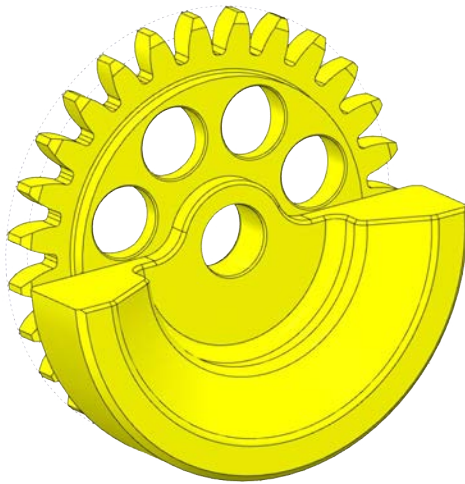
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250 / 300 2T ENGINE

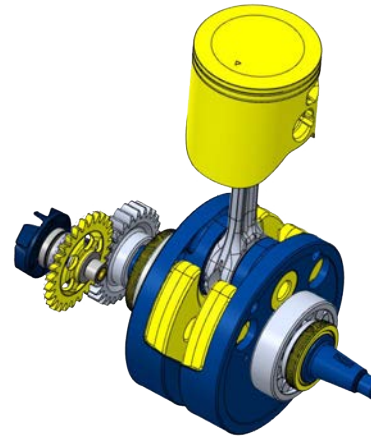
❑ 250 / 300 SE

- ❑ The anti-vibration balancer has been designed to reduce vibration.

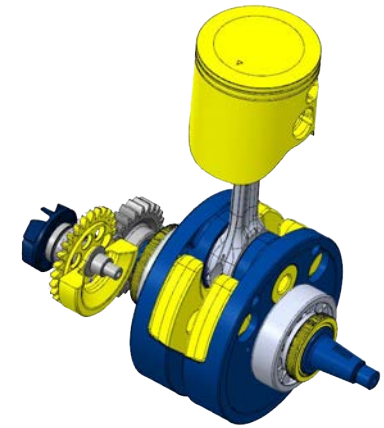
Allows you to have the enjoyment of a 2T engine without the annoying vibrations /
Significantly reduces arm pump



Anti-vibration balancer



2020



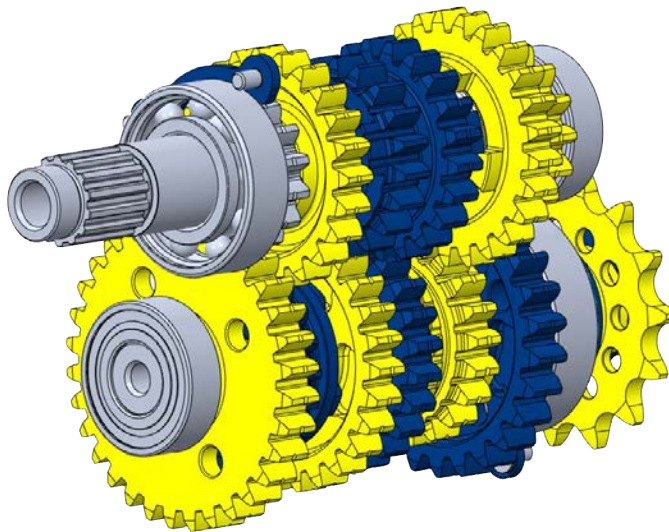
2021

250 / 300 2T ENGINE

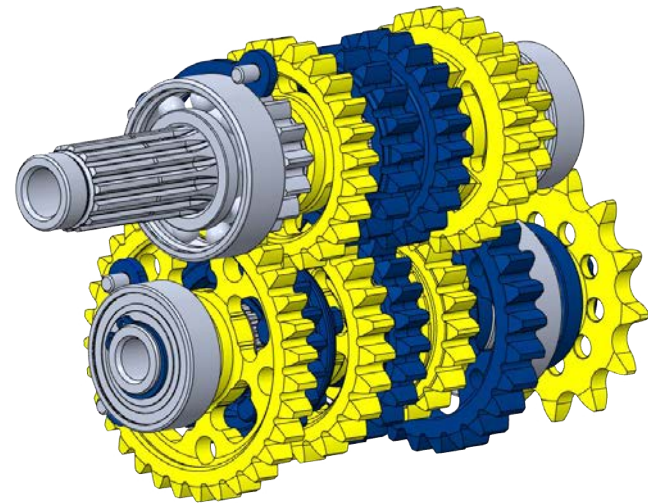
❑ 250 / 300 SE

❑ New gearbox and selector mechanism, new ratios, lighter by 600 grs

The assembly has been significantly lightened to make the bike more maneuverable and first gear has been changed for easier use in technical situations



2020



2021

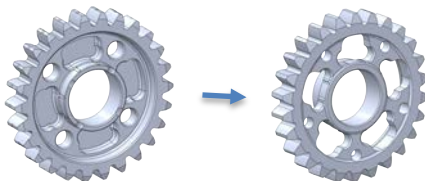
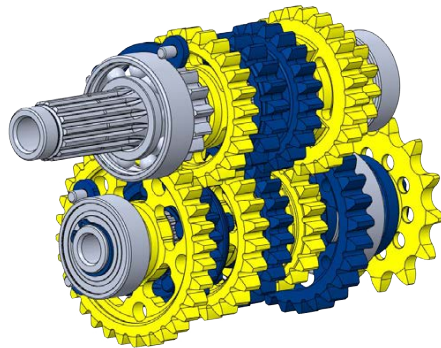
250 / 300 2T ENGINE

□ 250 / 300 SE

□ Total engine weight reduction of 1.2KGS

The total 2-stroke engine weight has been reduced by 1,2KG for improved performance and technical efficiency

- Transmission gear and axle 50%



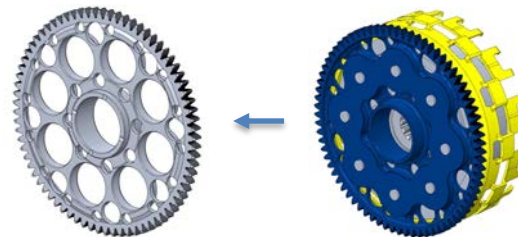
Before

After

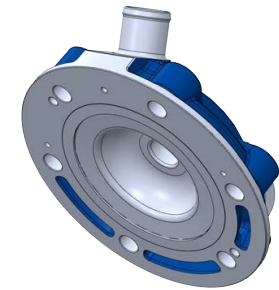
- Gear selection barrel



- Clutch



- Cylinder head

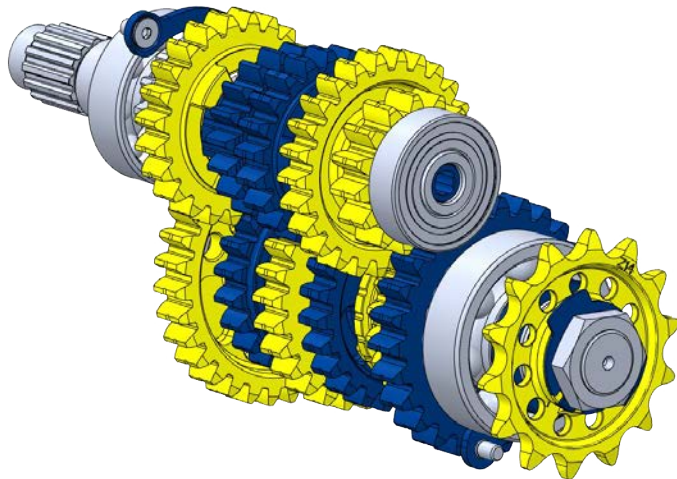


250 / 300 2T ENGINE

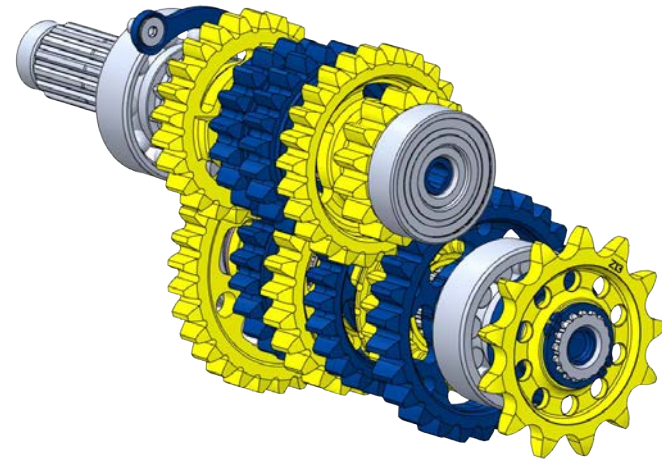
□ 250 / 300 SE

□ New lightened secondary drive shaft + gearbox output standardization (125-250-300 2T)

Weight reduction to improve performance . Same sprocket on all the SHERCO RANGE



2020



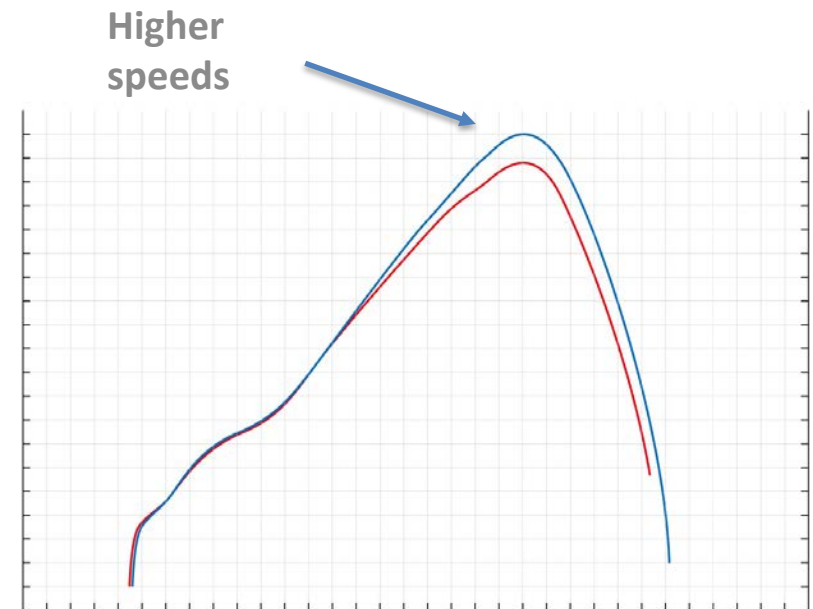
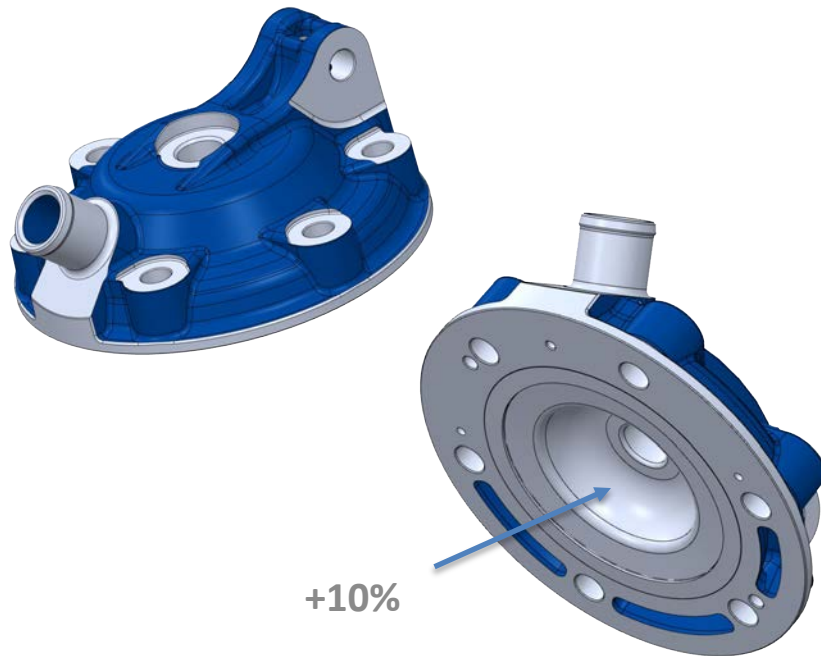
2021

250 / 300 2T ENGINE

❑ 250 / 300 SE

❑ New cylinder head / lower compression

The engine compression has been reduced like the team motorcycles which results in higher speeds without losing any low end performance



● 2020 ● 2021

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250 / 300 2T ENGINE

❑ 250 / 300 SE

❑ Capacitive ignition coil control unit

Improves the intensity of the sparkplug resulting in improved durability

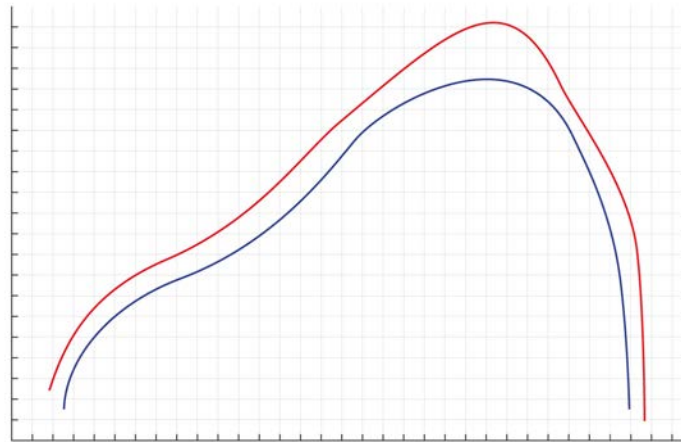


250 / 300 2T ENGINE

❑ 250 / 300 SE

❑ Revised calibration

Adapted to the new ignition box to improve spark plug life without changing the performance. The two ignition curves are still present, hard and soft which allows you the choice of a 5.5 hp gap to adapt the bike to the riding and terrain type.



2021 new curves:

● SOFT ● HARD

250 / 300 2T ENGINE

□ FOR WHICH RIDER?

The SE250 / 300 is our best seller. It has excellent power and is exceptionally light. This bike is perfectly suited to the rider who enjoys riding technical trails, we call it “the queen of hard enduro”.

But it is also the ultimate weapon to break the timer on special tests.



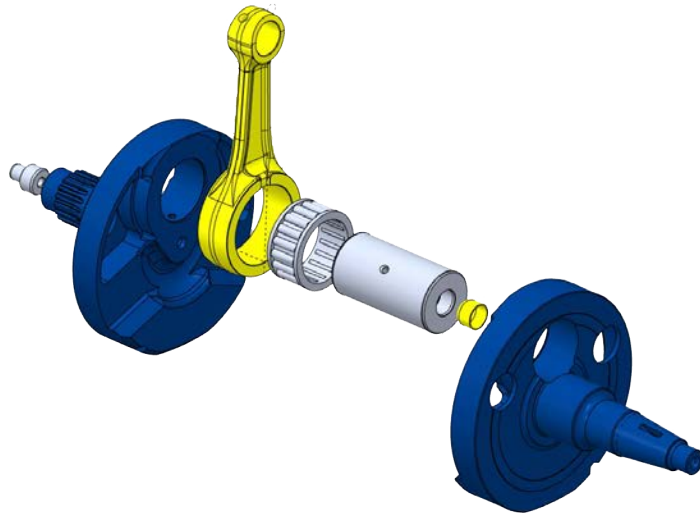
250 / 300 4T ENGINE



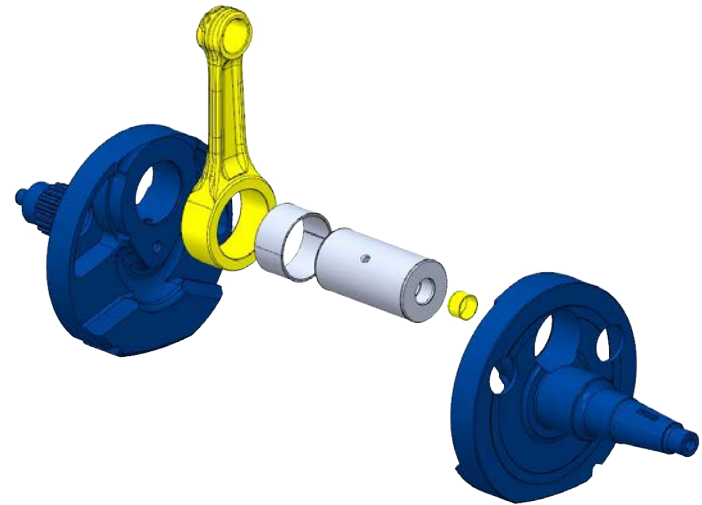
250 / 300 4T ENGINE

❑ 250 / 300 SEF

- ❑ The connecting rod bottom end bearing has been changed to a plain bearing for 2021. Considerably extends engine life. Engine noise reduced. Power unleashed at higher rpm's.



2020



2021

250 / 300 4T ENGINE

❑ 250 / 300 SEF

❑ Tilt sensor (motorcycle engine shuts off in the event of a fall)

Allows the engine to be shut down if the motorcycle falls to protect the bystanders, the mechanics and the rider.

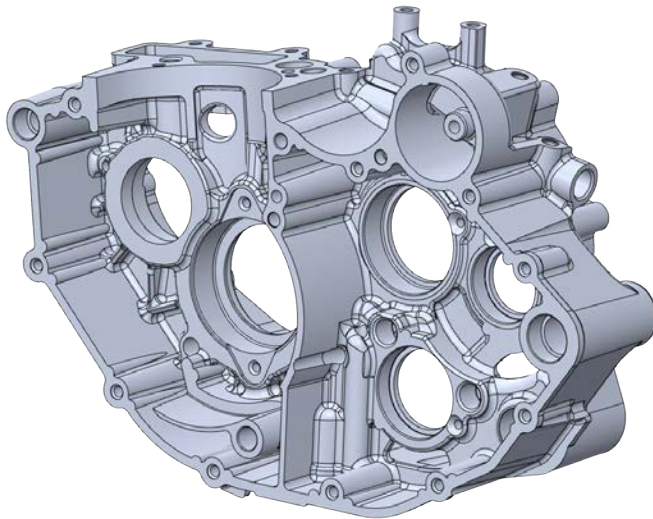


250 / 300 4T ENGINE

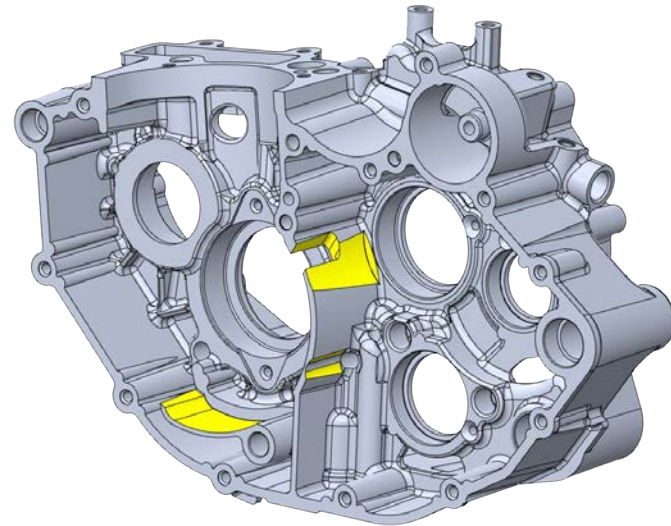
□ 250 / 300 SEF

□ Revised machining of the engine cases

Optimized for the new connecting rod, which reduces low speed stalling. It also reduces the overheating of the engine oil. The lubricant has better circulation inside the engine.



2020

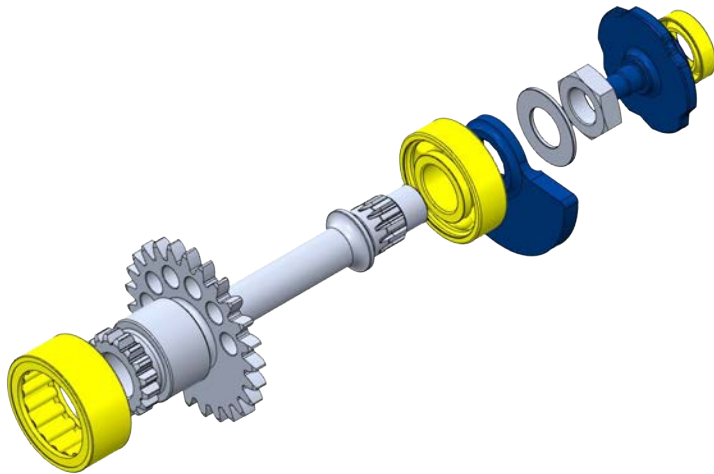


2021

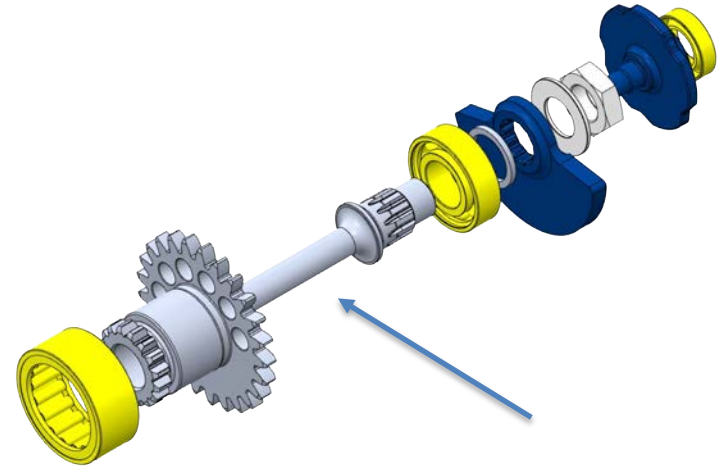
250 / 300 4T ENGINE

□ 250 / 300 SEF

- The balancer is the same as 2020 but with a smaller axis
- Weight reduction



2020



2021

250 / 300 4T ENGINE

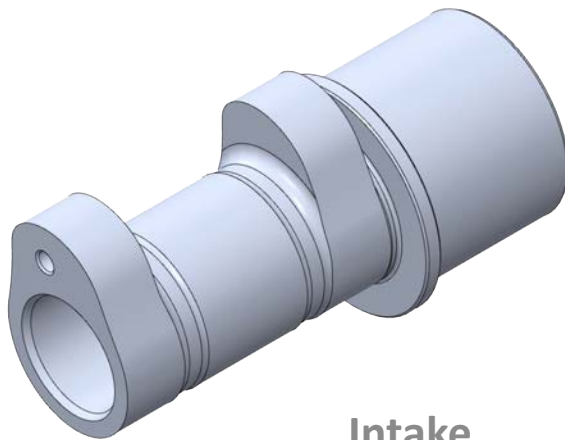
❑ 300 SEF

- ❑ **The combustion chamber has been redesigned to lower the compression**

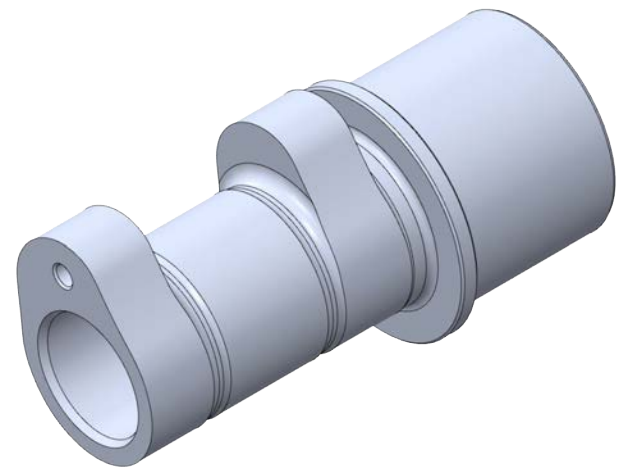
Makes the engine smoother

- ❑ **New intake and exhaust camshaft profile**

The new camshaft provide improved performance, better efficiency and more power at high revs. Redesigned for the updated crankshaft



Intake



Exhaust

250 / 300 4T ENGINE

❑ 250 / 300 SEF

❑ New factory AKRAPOVIC exhaust system (increased power and reduced weight)

The latest version of the Akrapovic exhaust system in titanium which increases the performance at high RPM and maximizes the engine power.

It also reduce noise for sound level meter check.

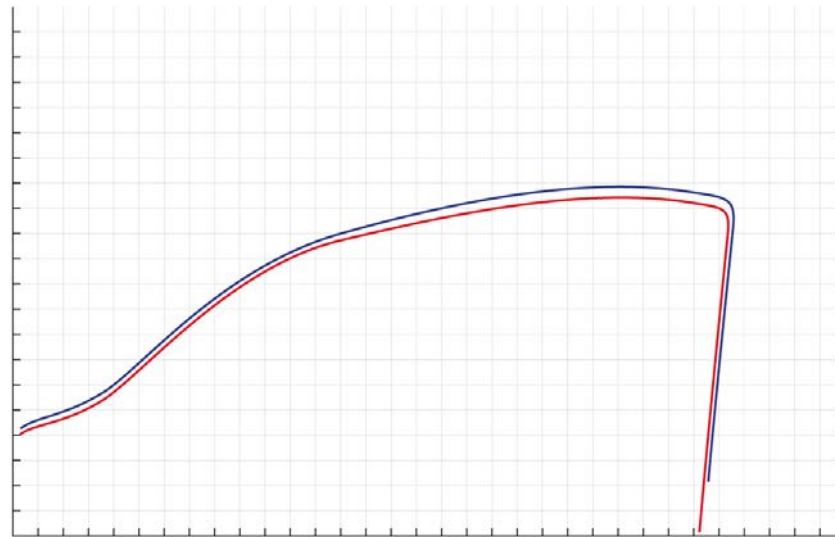


250 / 300 4T ENGINE

❑ 250 / 300 SEF

❑ Revised calibration

Optimized for the new Akrapovic exhaust and the new connecting rod.



2021 new curves:

● 2020 ● 2021

250 / 300 4T ENGINE

□ FOR WHICH RIDER?

The SEF 250 / 300 is another best seller in our range. For grass tests lovers, flat turns and fast tracks. It's the weapon when you fight against the clock. This is also the most versatile engine which can suit any kind of rider.



450 / 500 4T ENGINE



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450 / 500 4T ENGINE

❑ 450 SEF

- ❑ Sprockets of the anti-vibration balancer lightened
- ❑ Starter inner pinion has been lightened
- ❑ Oil pump gear has been lightened
- ❑ Etc.

Optimization of the machining process for a significant weight reduction of 500g which is synonymous with performance.



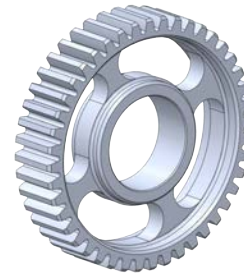
2020



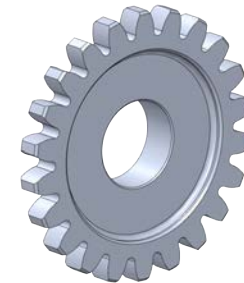
2021



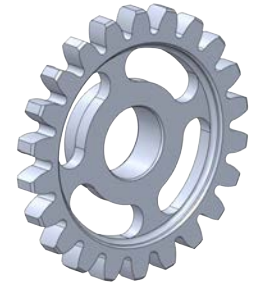
2020



2021



2020



2021

450 / 500 4T ENGINE

□ FOR WHICH RIDER?

The SEF 450 / 500. Maximum power, for the one who wants to feel the adrenaline at every single twist on the throttle. Needs open lands to excel.



