SHERCO

MANUEL DU PROPRIÉTAIRE | OWNER'S MANUAL | MANUAL DE PROPIETARIO

250-300 SEF/R

DEFYGRAVITY®

INTRODUCTION

We want to thank you for the trust that you have placed in us by purchasing this product.

- You are now the owner of a **SHERCO 250-300 SEF/R**. All the pleasures of driving are promised to you if you follow the advice and instructions that SHERCO has set in this manual, and ride it in compliance with the applicable traffic laws.

- This manual explains the operation, inspection, basic maintenance and focus of your SHERCO. If you have any questions about this manual or your machine, you should contact your SHERCO dealer: www.sherco.com / under «Dealers».

- Be sure to carefully read this manual in its entirety before using your machine.

- To keep your SHERCO in perfect condition for many years, perform all of the care and maintenance described in the manual.

(The vehicle you purchased may differ slightly from the vehicle presented in this manual.)

- SHERCO reserves the right to make changes without providing notice.

Serial number registration

Save the serial numbers of the vehicle in a safe location

Dealer stamp

Frame number (☛ p.9)

Type and serial number of the motor (☛ p.9)

SUMMARY

Technical Specifications

DIMENSIONS	
Overall length	2260 mm
Overall width	820 mm
Seat height	970 mm
Wheelbase	1470 mm
Ground clearance	350 mm

MOTOR	
Type :	Single cylinder 4 stroke liquid cooled
Displacement :	248.6 cc / 303.7cc
Bore / Stroke	76mm X 54.8mm / 84mm X 54.8mm
Compression ratio	13.2 : 1/12.85 : 1
Distribution	4-valve DOHC chain drive
Starting System	Electric starter
Intake valve diameter	29mm / 30mm
Exhaust valve diameter	25 mm
Intake valve cold clearance	0.15-0.2mm
Exhaust valve cold clearance	0.2-0.25mm
Spark plug	NGK CR8EK
Spark plug gap	0.7 mm
Electronic injection	SYNERJECT
Alternator	12V, 220W
Engine oil	1 litre SAE 10W40

TRANSMISSION	
Type	6 speed
Clutch	Multi disc clutch in oil bath, hydraulically operated
Primary drive	21 : 70
Gearbox	6 speed
Secondary drive	250 : 13X49 300 : 13X48

CHASSIS	
Frame	Semi-perimeter CrMo steel with aluminum sub-frame
Fork	SACHS USD Gold Series 48mm dia. (standard) WP USD 48mm dia. (racing)
Rear suspension	WP Suspension with separate cylinder
Travel front/rear	300/300mm
Front brake disc	270mm (standard), 256mm (racing)
Rear brake disc	disque Ø 220mm
Disc brakes wear limit :	2.7mm front and 3.6mm rear
Front tire	90/90-21”
Rear tire	140/80-18”
Pressure off-road front / rear	0,9 bar
Fuel tank capacity with reserve	8.51 with 1l of reserve
Fuel requirement	Unleaded gasoline with an octane index of at least 95

Technical Specifications (continued)

ELECTRICAL EQUIPMENT

Battery	Yuasa YTX5 LBS	12V 4Ah
Headlight	S2	12V 35/35W
Pilot	W5W	12V 5W
Rear tail / stop	LED	
Flasher	R10W	12V 10W
Speedometer battery	CR 2032	Battery voltage: 3V
Plate light	W5W	12V 5W

ADJUSTMENT – SACHS FRONT FORK USD GOLD SERIES Ø48MM

Compression	12 clicks back
Rebound	12 clicks back
Spring stiffness	4.5N/mm
Type of oil	SAE 5
Quantity of oil per fork leg	600cm3
Oil level measurement (fork compressed and spring removed) from the top of the fork tube	130mm

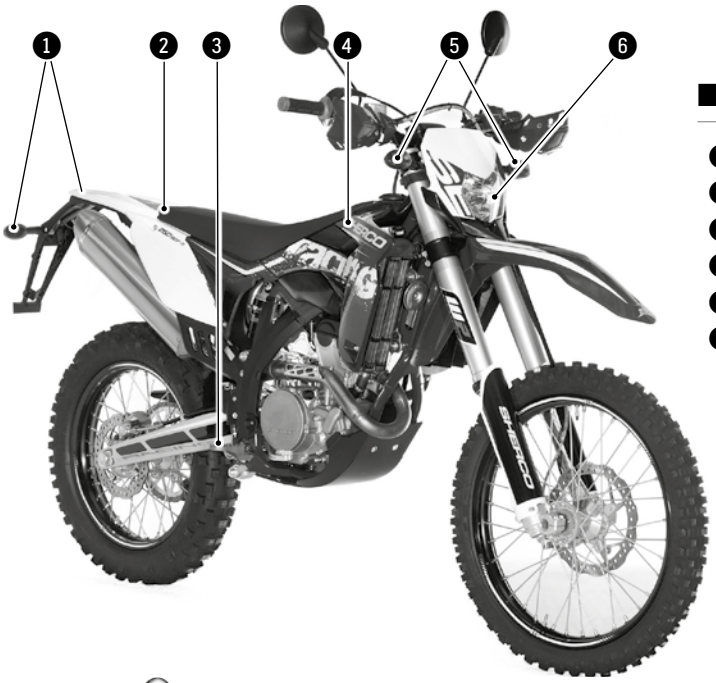
RÉGLAGES - FOURCHE WP SUSPENSION USD Ø48MM

Compression	Comfort	20 clicks back
	Standard	13 clicks back
	Sport	8 clicks back
Rebound	Comfort	18 clicks back
	Standard	13 clicks back
	Sport	10 clicks back
Preload	Comfort	2 tours
	Standard	4 tours
	Sport	6 tours
Spring stiffness	Rider weight : 65-75 kg	4.0N/mm
	Rider weight : 75-85kg	4.2N/mm (origine)
	Rider weight : 85-95kg	4.4N/mm
Type of oil	SAE 4	
Oil level measurement (fork compressed and spring removed) from the top of the fork tube		110mm

ADJUSTMENT – WP REAR SUSPENSION UNIT		
Low-speed compression	Comfort	20 clicks back
	Standard	15 clicks back
	Sport	12 clicks back
High-speed compression	Comfort	2,5 clicks back
	Standard	2 clicks back
	Sport	1,5 clicks back
Rebound	Comfort	15 clicks back
	Standard	13 clicks back
	Sport	11 clicks back
Spring stiffness	Rider weight: : 65-75 kg	48N/mm
	Rider weight: : 75-85 kg	51N/mm (original)
	Rider weight: : 85-95kg	54N/mm

CLEANING PRODUCTS AND CONSUMABLES		
Engine oil	SAE 10W40 / JASO MA2 / API SJ	Minerva SAE 10W40
Coolant		Minerva Perma Universal D 4 seasons -25°C
Brake Fluid	DOT 4	Minerva brake fluid DOT 4
Fork oil	SAE 4	
Shock oil	SAE2.5	
Aerosol chain lube		Minerva aerosol chain lub
Air filter cleaner		Minerva air filter cleaner
Air filter lubricant		Minerva Protect Air
Plastic cleaner		Minerva Renovator cleaner
Wheel Cleaner		Minerva Multi clean Pro
Disc brake Cleaner		Minerva brake cleaner
Universal lubricant		Minerva F4

Description of the vehicle



■ Right side

1. Rear turn signals
2. Saddle
3. Rear brake pedal
4. Fuel tank
5. Front turn signals
6. Headlight

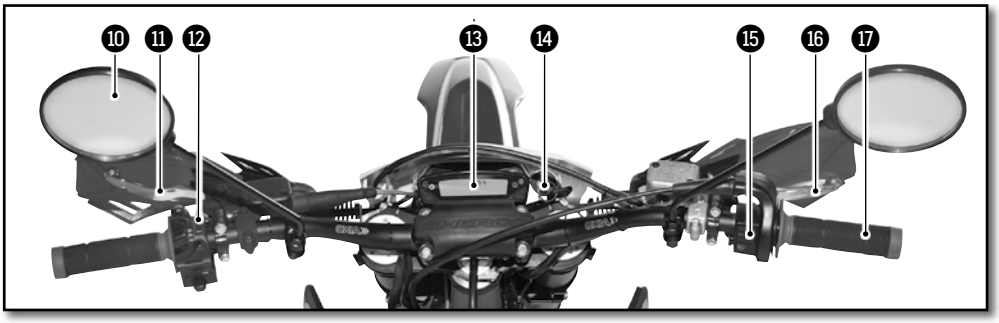
■ Left side

7. Fuel tank cap
8. Rear light (tail / brake light / plate light)
9. Gear selector pedal

Description of the vehicle (continued)

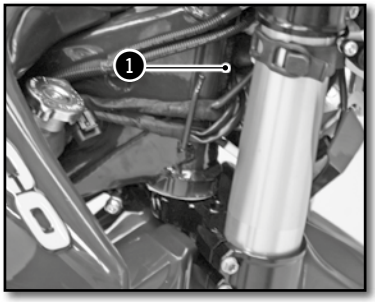
■ Controls

⑩ Left mirror
⑪ Clutch lever
⑫ Left switch
⑬ Dashboard
⑭ Key switch
⑮ Right switch
⑯ Front brake lever
⑰ Poignée d'accélérateur



location of the serial numbers

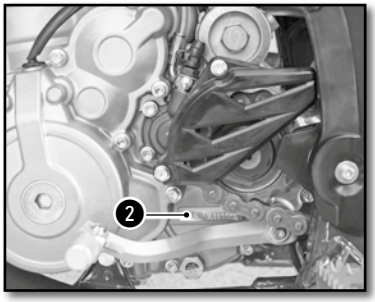
■ Vehicle serial number location



❶ The serial number of the vehicle is stamped on the right side of the steering tube.

Engine serial number location

■ Engine serial number location

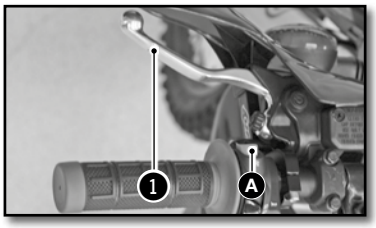


❷ The engine serial number is stamped on the left side of the engine housing.

Control devices and controls

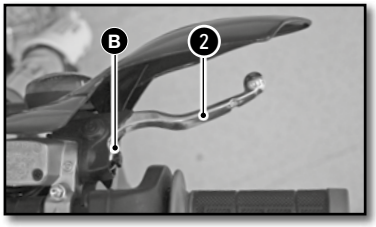
HAND OPERATED CONTROLS: CLUTCH LEVER, FRONT BRAKE LEVER AND CONTROL SWITCHES

■ Clutch lever



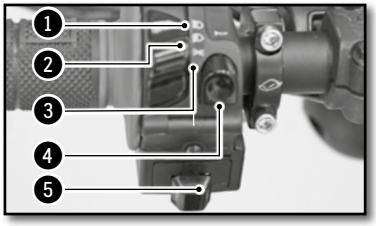
The clutch lever ❶ is on the left handlebar and has an adjustment screw Ⓐ

■ Front brake lever



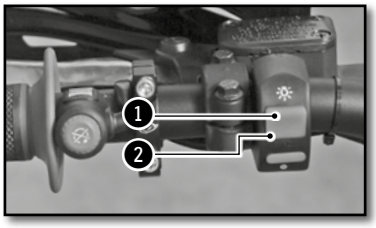
The front brake lever ❷ is on the right side of the handlebar and has an adjustment screw Ⓑ

■ Left switch (250-300 SEF)



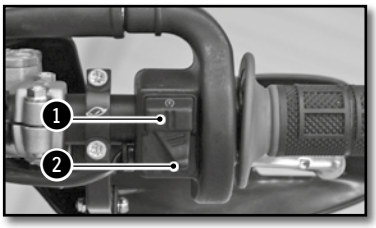
❶ High beam (Headlight)
❷ Low beam (Headlight)
❸ Side light (Night))
❹ Horn
❺ Flashers

■ Light switch on / off (250-300 SEF/R)



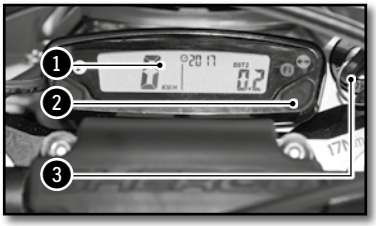
Two possible positions:
Position ON ❶ : All lights are on.
Position OFF ❷ : All lights are off.

■ Rigth switch



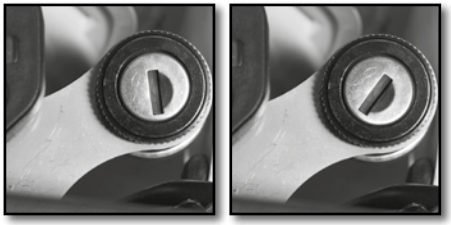
❶ Starter button
❷ Injection system mapping selection button

■ Dashboard



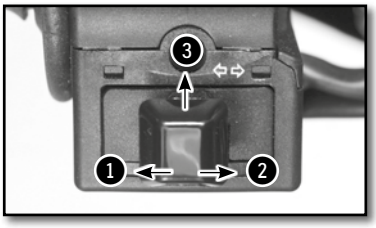
❶ Dashboard
❷ Mode selection button
❸ Key switch (250-300 SEF/R)

■ Key switch (250-300 SEF)



The main switch has two positions
Position ❶ The engine is off and can not be started.
Position ❷ The motor can be started.

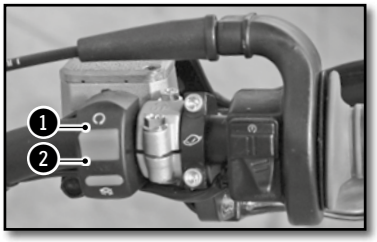
■ Flasher switch (250-300 SEF)



❶ Left turn position
❷ Right turn position
❸ Off position G and D

Control devices and controls (continued)

■ Engine on / off switch (250-300 SEF/R)

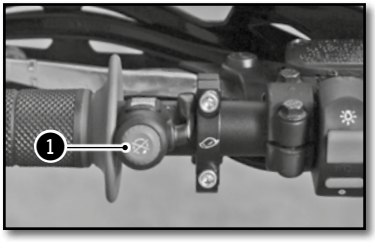


Deux positions possibles :

Position ON ❶. Le moteur peut être démarré.

Position OFF ❷. Le moteur est coupé et ne peut pas être démarré.

■ Motor emergency stop button (250-300 SEF/R)



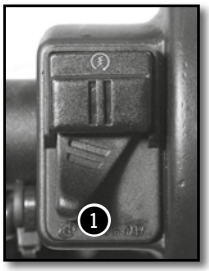
Two possible positions:

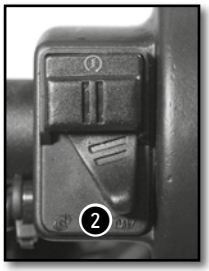
The button is released: in this position, the bike can be ridden. The button is held down: in this position the motor is Off when released the motor can be restarted.

ATTENTION

- If you use the emergency stop button to stop the motorcycle, do not forget to move the ON / OFF switch into the OFF position.
- If you do not, there is a risk that the battery will discharge.-Under normal conditions, use the ON / OFF switch to stop the bike.

■ Injection system mapping switch



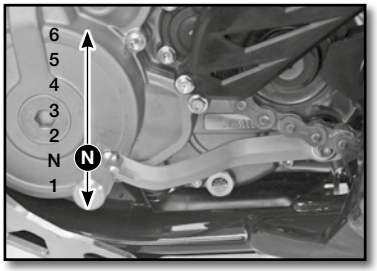


Position ❶ “Soft”

Position ❷ “Hard”

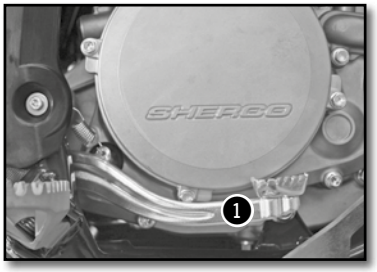
FOOT CONTROLS:
GEAR SELECTOR, SIDE STAND, REAR BRAKE

■ Gear selector



The drawing shows the path of the gear selector for each of the 6 speeds.

■ Footbrake



❶ Rear brake control

■ Side stand

Remove the rubber safety latch ❶, using your foot on the shaft unfold it until it supports the weight of the bike.

ATTENTION

- ***The stand has a security system which automatically folds the stand when the bike is moved into an upright position.***
- ***The stand has been designed to withstand the sheer weight of the bike.***

Control devices and controls (continued)

MOTORCYCLE COMPUTER INSTRUCTIONS

Hold buttons 1 et 2:
Setup mode

Button 1:
Change screens 1,2,3

Hold button 1:
Screen 1: DST Adjust
Screen 2: DST2 Adjust

Button 2:
Change screens 1,2,3

Hold button 2:
Screen 1: Reset DST
Screen 2: Reset DST2
Screen 3: Reset MAX/AVG

Screen 1: Speed, Clock, Distance 1

Screen 2: Speed, Clock, Distance 2

Screen 3: Alternating AVG/MAX speed, Accumulated run time, ODO

Turn indicator

High beam

FI Fuel injection (MIL): EFI problem

Low fuel

■ Mode buttons

The vehicle doesn't need to be switched on

Left button:
Switch between the three display screens
Enter adjustable trip distance mode (DST and DST2)
Decrement distance while in adjustable distance mode

Right button:
Switch between the three display screens
Resets Trip distance 1, Trip distance 2, maximum and average speed (when pressed and held for three seconds)
Increments distance while in adjustable distance mode

Fig 1 SPD function

SPD function Current speed (screens 1 and 2): displays the current speed of the vehicle. The speed can be displayed in km/h (default) or mph. (☛ p.17)

Fig 2 MAX speed function

MAX speed (screen 3): displays the maximum speed since the last reset was performed. The maximum speed can be displayed in km/h (default) or mph. (☛ p.17)
Reset to 0 →MAX Function→ Hold the right Button down for 3seconds →0→ Reset to 0 done

Fig 3 AVG function

AVG function Average speed (screen 3): displays the average speed of the vehicle since the last reset was performed.
The average speed is displayed in the chosen units, km/h (default) or mph (☛ p.17)
Reset to 0 →AVG Function→ Hold the right Button down for 3seconds →0→ Reset to 0 done

Fig 4 DST function

DST function (screen 1): displays the mileage traveled by the vehicle since the last reset was performed.
The distance is displayed in the selected units, km/h (default) or mph (☛ p.17)
Reset to 0 →DST Function→ Hold the right Button down for 3seconds →0.0→ Reset to 0 done

Fig 5 DST2 function

DST2 function (screen 1): displays the mileage traveled by the vehicle since the last reset was performed.
The distance is displayed in the selected units, km/h (default) or mph (☛ p.17)
Reset to 0 →DST2 Function→ Hold the right Button down for 3seconds →0.0→ Reset to 0 done

Control devices and controls (continued)

Fig 6 Adjustable trip distance function

DST and DST2 can be incremented or decremented by the user
DST set up (screen 1) → Hold the left Button down for 3seconds → «DST» icon will flash → Hold left Button to decrement/ Hold the right Button to increment → back to screen 1
DST2 set up (screen 2) → Hold the left Button down for 3seconds → «DST2» icon will flash → Hold left Button to decrement/ Hold the right Button to increment → back to screen 2

Fig 7 ODO function

ODO function Odometer (screen 3): displays the total mileage traveled by the vehicle.
The total distance is displayed in the selected units, km/h (default) or mph (☛ p.17)
This information can not be reset to 0.
Beyond 399 999 km (or miles), the counter goes back to 0.

Fig 8 ART function

ART function Accumulated Ride Time (screen 3): displays the hours of operation of the vehicle.
This information can not be reset to 0.
Until 99h59min → displayed in one minute increments
After 99h59min up to 9999h → displayed in one hour increments
If the unit should reach 9999 hours of accumulated ride time, the display will stop incrementing, and will remain at that number.

Fig 9 Clock function

Clock function (screens 1 et 2): displays clock information

Fig 11 Low battery/ Low battery error function

Low battery/ Low battery error function:
->When the battery voltage drops to less than 2.40V, the LO battery warning will turn on.
->When the internal battery is critically low, the unit will only display a blinking «LO» icon.

■ Set up menu

Left and right buttons pressed simultaneously for 3s activates the Set up mode	
Left button	**Right button**
Toggle between M/H and KM/H settings Toggle between 24 Hour et 12 Hour	
Decrement time of day value Decrement maintenance reminder value	Increment time of day value Increment maintenance reminder value

The meter will automatically advance from one setting option to the next, after 5s of no button activation

UNIT (Unit type)	**LIFE** (Wheel circumference)	**PPr** (Pulse per revolution)	**(Clock format)**	**(Clock setup)**	**(Maintenance reminder)**
Miles or Km **Default: km**			**12 or 24h** **Default: 24h**	**Clock setup**	**Maintenance reminder setting (in hours)** **Default setting: 5h (first oil change)**
Do not modify these settings					**OFF: disabled** / **Set the value**

Maintenance reminder: maintenance reminder function is a countdown from a user defined number. When the maintenance countdown gets to zero, the maintenance icon will appear on the LCD. Follow these steps to reset or display the remaining accumulated ride time until next service reminder:

Displaying the remaining accumulated ride time (screen 3) → Hold the left Button down for 3seconds → the remaining value is displayed → no button activation → back to screen 3

Resetting the remaining accumulated ride time (screen 3) → Hold the left Button down for 3seconds → the remaining value is displayed → Hold the right Button down for 3seconds → The maintenance reminder is reset to zero (will begin the countdown again according to the maintenance interval already chosen in the set up menu)

Note:

If the maintenance icon is already on, the distance displayed will be zero

If the maintenance reminder is turned off , the information displayed on the screen will be OFF

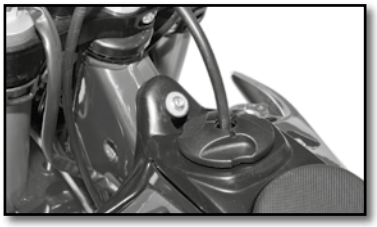
Control devices and controls (continued)

OPENING AND CLOSING THE FUEL TANK

■ Fuel

Use only unleaded fuel with an octane index of at least 95.

■ Filler cap



Open : Turn the cap counterclockwise. The opposite direction to the hands of a watch.

Close : Turn the cap clockwise. The same direction as the hands of a watch.

Riding the motorcyle

■ Cold engine starting

1. Turn the ignition key to start position (right).
2. Make sure the gear selector is in neutral.
3. Start the engine by pressing the starter button, with the throttle closed.
4. Allow the engine to warm up for a few minutes.

■ Hot engine starting

Follow the instructions above without Step 4.

■ Shifting gears

- The positions of the gear selector are shown on page 13
- To find the neutral position, press the selector down into first gear (a resistance will be felt), then move the selector up slightly.

Conduite (suite)

1.Close the throttle before changing gears.

2. Engage the lowest gear.

3. Partially open the throttle while engaging the clutch.

■ Parking

- Stop the engine and remove the ignition key.

Become familiar with all of the controls and their functions before using the vehicle.

Safety information

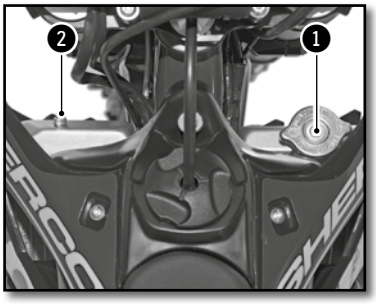
- Do not drive after consuming alcohol.
- Wear a helmet when using the vehicle.
- Keep the machine in good working order and maintain it properly so that it is reliable and safe for use.
- Gasoline is flammable, refuel the motorcycle when the engine is stopped.
- Exhaust fumes are toxic, you should never start the engine in a closed building.
- Always park the vehicle on a flat hard surface, do not park the vehicle on a slope or on soft ground. Always control the balance of the vehicle.
- Check the following every day before riding the motorcycle:

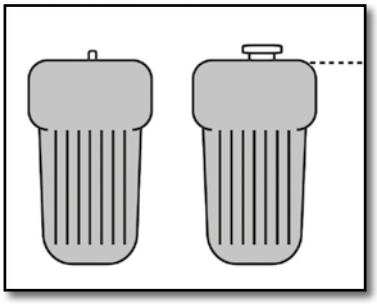
Tires :	Wear and pressure
Engine oil :	Level (☛ p.24)
Gasoline :	Check the level and make sure there are no leaks
Transmission chain	Properly lubed and adjusted (☛ p.39)
Direction of travel :	Make sure that your path is clear
Brakes :	Operation, fluid leakage, brake pad wear (☛ p.48 to p.51)
Throttle :	Proper operation (☛ p.22)
Clutch :	Proper operation (☛ p.40)
Electrical Equipment :	Operation of the horn and lights (☛ p.55 and p.59)
Components (nut, bolts ...):	Verify that all components of the vehicle are properly tightened (☛ p.59)

If you experience a problem with any of the components of the motorcycle, consult the Service and Adjustments section of this manual or contact a Sherco dealer.

Cooling System

SERVICING THE COOLING SYSTEM





Motorcycle horizontal

ATTENTION

- ***The hot liquid can cause severe injuries.***
- ***The coolant is harmful***
- ***After contact with skin or eyes, or ingestion, or injuries caused by hot liquids: Consult a physician***
- ***Use protective gloves.***
- ***Do not replace the coolant with water or other not approved fluids: it could damage your engine.***
- ***Follow these procedures carefully and always fill the engine with coolant when the engine is cold.***

Place the bike upright on a horizontal surface.

- Remove the cap ❶.
- Remove the bleed screw ❷.

Fill the radiator full so that there is no air in the system.

Approved Coolant	Minerva Perma Universal D 4 seasons -25°C

Replace the screw ❷.

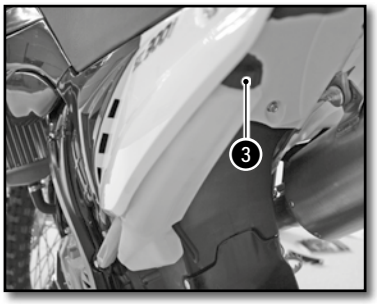
Radiator Bleed screw	M6X8	8Nm

Fill the coolant to the top of the radiator.

Replace the cap ❶ and check to make sure it is tight.

ATTENTION

It is important to follow this procedure. The lack of fluid, or the presence of a pocket of air left in the radiator can cause serious damage to the engine.



Check the fluid level in the expansion container.

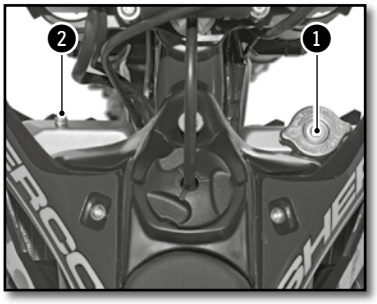
The liquid should reach the level on the container where it indicates “LEVEL”

If the level is not correct, unscrew the cap ❸ Fill with fluid until it reaches the LEVEL mark.

Coolant de refroidissement	Minerva Perma Universal D 4 -25°C

Replace the cap ❸.

DRAINING THE COOLANT



ATTENTION

Make sure the bike is vertical and on a horizontal surface.

-Place a container under the bike

-Remove the cap ❶ and screw ❸

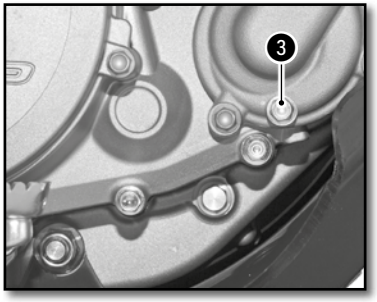
-Allow the coolant to drain.

NOTE

To protect the environment deposit the drained coolant at an approved collection center.

Cooling System (continued)

FILLING THE COOLANT



- Remove the bleed screw ❷ located on the left side of the radiator
- Pour the coolant into the radiator through the cap ❶.

Coolant	Minerva Perma Universal D 4 -25°C

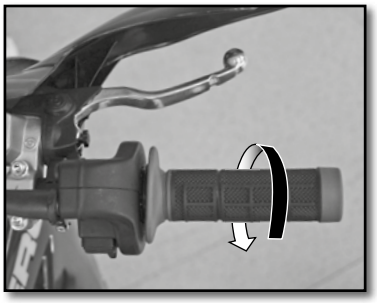
Allow the coolant to flow through the screw ❷ until there are no bubbles, replace the screw ❸ using a new gasket.

Radiator bleed screw	M6X8	8Nm

- Continue filling.
- Fill until the coolant reaches the level (approximately 1.1 liters)
- Put the bike on the side stand and follow the rest of the filling procedure (☛ p.82)

CHECKING THE PLAY IN THE THROTTLE CABLE

■ Checking the throttle cable play



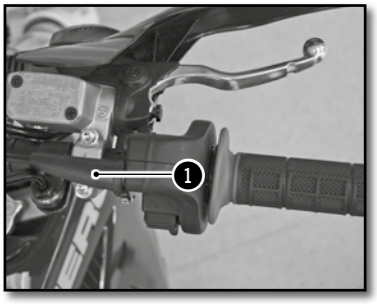
With the handlebars facing straight ahead, check that the throttle twist grip functions properly.

Throttle cable play	2....4mm

If the cable play is not correct, adjust the accelerator throttle cable play. (☛ p.85)

Start the bike and let it run at idle. Turn the handlebars and check that the idle speed is constant. If the speed changes, readjust the play in the throttle cable. (☛ p.85)

■ Adjusting the play in the throttle cable

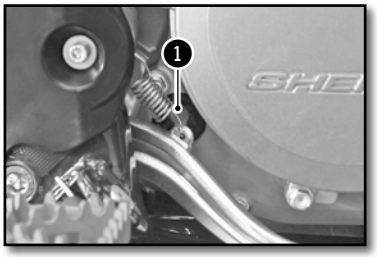


Adjust the throttle cable play at the location shown ❶ with the adjuster.

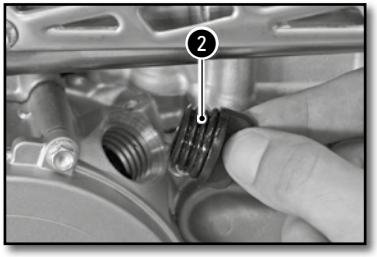
If this is not enough, adjust the play directly on the throttle body.

Engine maintenance

CHECKING THE ENGINE OIL LEVEL

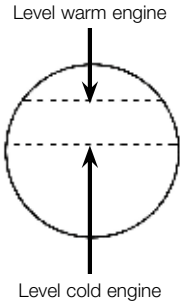


- Make sure that the bike is on its two wheels, vertical and on a horizontal surface.
- Check the engine oil level by viewing the sight gage located on the clutch housing ❶.
- Adjust the level according to the diagram shown below.



If necessary add oil to achieve the correct oil level.

- Unscrew the engine oil filler cap ❷ located on the clutch housing



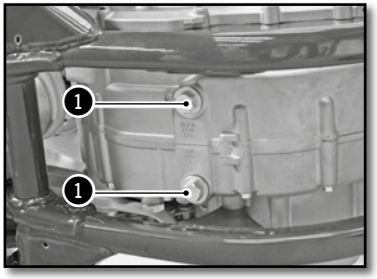
Topping up the engine oil

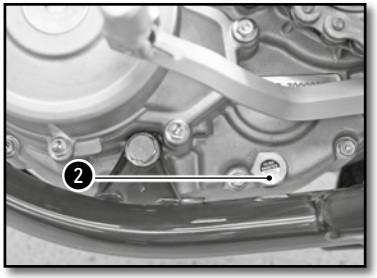
Engine Oil	SAE 10W40

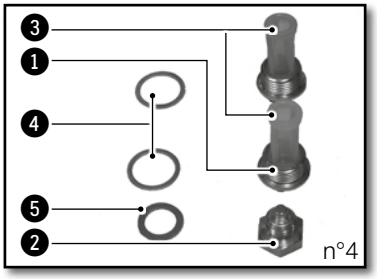
ATTENTION

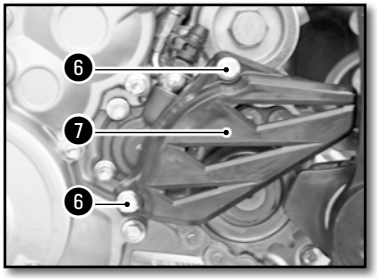
- Improper oil level can damage your engine.
- Do not use your bike if the level is below the minimum.

DRAINING THE ENGINE OIL AND REMOVING THE OIL FILTER









- Remove the engine guard (☛ p.103)
- When draining the oil the engine should be warm

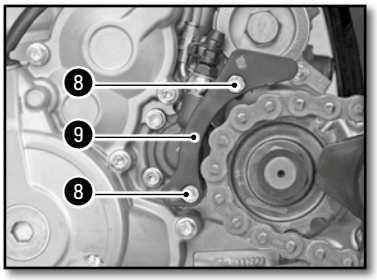
ATTENTION

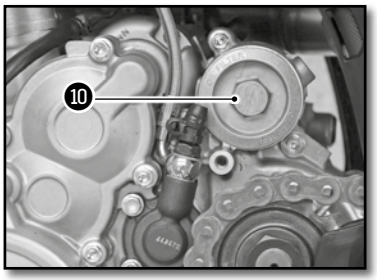
Utiliser des gants de protection.

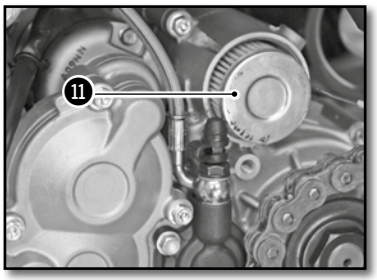
Use protective gloves.

- Position the motorcycle upright on a level surface.
- Place a container under the bike to catch the old oil.
- Remove the drain plug ❶
- Remove the magnetic drain plug ❷
- Remove the pre-filter ❸
- Allow the oil to drain
- Remove the screws ❻ and remove the chain guard ❼

Engine maintenance (continued)

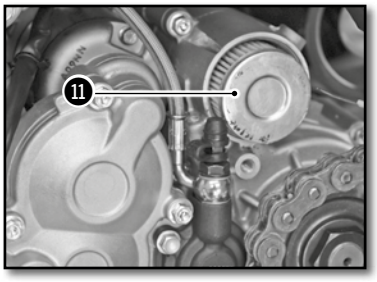


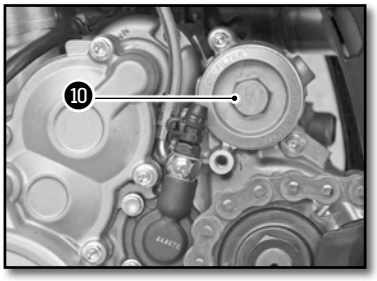


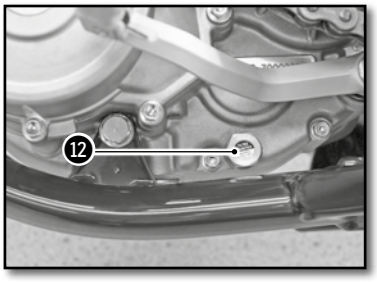


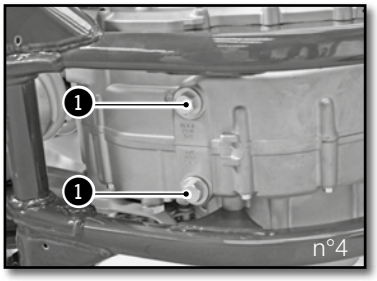
- Remove the screws ❽ (various lengths) and remove the chain guide ❾.
- Remove the oil filter cover ❿.
- Use a hook to remove the oil filter ⓫.
- Let the oil drain.
- Clean the drain plugs ❶ and ❷ with a degreaser.
- Clean and inspect the pre-filters ❸ and change them if necessary.

REFILLING THE ENGINE WITH OIL









- -Install a new oil filter ⓫, install in the direction shown in the photo.
- -Install the cap ⓾ using a new O-ring.

Oil Filter cap	M45	15Nm

- Install the plug ⓬ using a new gasket.

Magnetic drain plug	M12	15Nm

- -Install the pre-filters ❸ and drain plugs ❶ as shown in photo n°4.

Drain plug ❶	M19	22Nm

- Remove the engine oil filler cap ❷. (☛ p.86)
- Fill the engine with oil

Motor oil	0,9l	SAE 10W60

- Install the engine guard. (☛ p.104)
- Check the oil level in the sight gage. (☛ p.86)
- Add additional oil if necessary.

NOTE

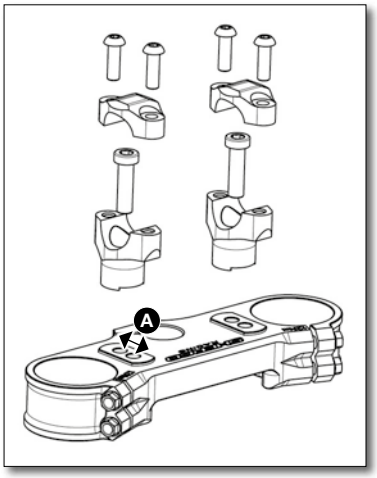
The oil filter ⓫ should be replaced at each oil change.

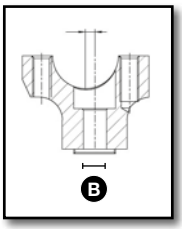
ATTENTION

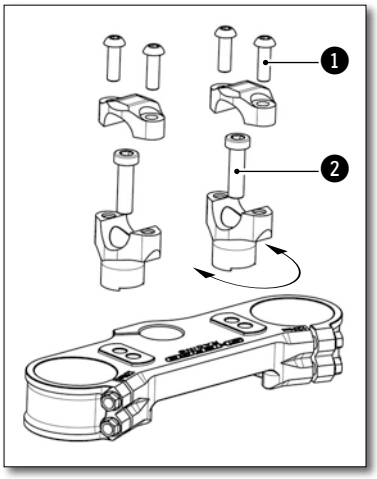
To protect the environment, oil, oil filters and used material must be deposited in a collection center and not down the drain or in the wild.

Adjusting the chassis

HANDLEBAR POSITION







The triple clamps have two holes separated by a distance A.

Distance between holes A	13mm

The handlebar clamps are offset by a distance B

Handlebar offset B	4mm

The bike comes standard with the handlebars in the rear most position.

Remove the four screws ❶. Remove the handlebar top clamps and remove the handlebar.

Remove the two screws ❷. Remove the lower clamps and place them in the desired position.

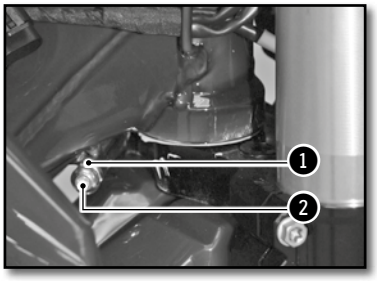
Handlebar lower clamp	M10x35	40Nm	Loctite® 243™

Replace the handlebars and top clamps. Replace the four screws ❶ and tighten evenly.

Handlebar clamps fixing screws	M8x25	24Nm

The handlebars can be rotated forward and rearward in the clamps.

ADJUSTING THE STEERING ANGLE



The steering angle can be changed using the set screws located on the bottom of the steering column.

Loosen the nut ❶ and tighten the screw ❷ until you have the steering angle desired.

Tighten the nut and do the same operation on the other side.

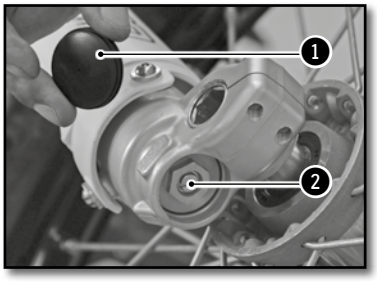
Steering angle lock nut	M8	20Nm

BASIC SETTING OF THE CHASSIS ACCORDING TO THE RIDER WEIGHT

Standard weight of the-rider (with equipment)	75 à 85kg

If the weight of the rider is above or below the standard, compensate by changing the stiffness of the springs (forks and shock).

SETTING THE FORK COMPRESSION



Screws ❷ determine the behavior of the fork when it is compressed. Turning in the screw-clockwise increases the hydraulic force (and vice versa).

Remove the caps ❶ located at the lower end the fork.

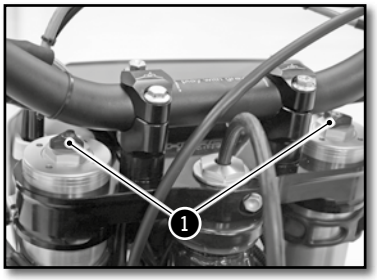
Turn screw ❷ clockwise to the stop and go back the number of clicks required.

Adjusting the compression Sachs Series Gold Ø48mm	12 clics	
Adjustable compression WP Suspension USD Ø48mm	Comfort	20 clicks
	Standard	13 clicks
	Sport	8 clicks

Replace the cap ❶.

Adjusting the chassis (continued)

FORK REBOUND ADJUSTMENT



The adjusting screws ❶ determine the behavior of the fork when it rebounds. Turning the screws clockwise increases the hydraulic force (and vice versa).

The adjustment screws ❶ are located at the end of the upper fork legs.

Turn the screw ❶ clockwise to the stop then go back the number of clicks required.

Rebound Sachs Gold Series USD Ø48mm	12 clicks	
Rebound WP suspension USD Ø48mm	Comfort	18 clicks
	Standard	13 clicks
	Sport	10 clicks

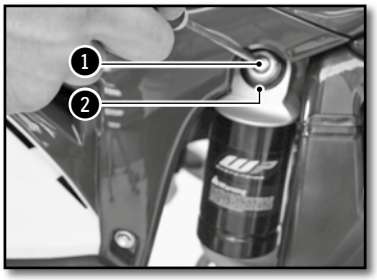
SETTING THE FORK SPRING PRELOAD

The adjusting nut allows the preload of the Spring to be adjusted. Turning the nut clockwise increases the preload (and vice versa).

Turn the nut with a wrench counterclockwise until it stops and then turn it the number of turns required.

Suspension spring preload WP USD Ø48mm	Comfort	2 turns
	Standard	4 turns
	Sport	6 turns

ADJUSTING THE REAR SHOCK LOW-SPEED COMPRESSION SETTING



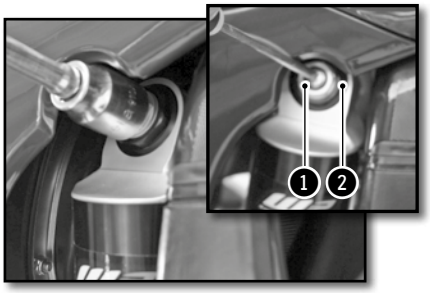
The adjusting screw ❶ determines the slow speed behavior of the rear shock (sensitivity Turning the screw clockwise increases the hydraulic force (and vice versa).

Turn the screw ❶ clockwise with a screwdriver until it stops and then turn it back the number of clicks required.

Do not loosen the nut ❷.

Low-speed compression setting	Comfort	20 clicks
	Standard	15 clicks
	Sport	12 clicks

ADJUSTING THE REAR SHOCK HIGH-SPEED COMPRESSION SETTING



The adjusting screw ❶ determines the high speed behaviour of the rear shock (big hits). Turning the screw clockwise increases the hydraulic force (and vice versa).

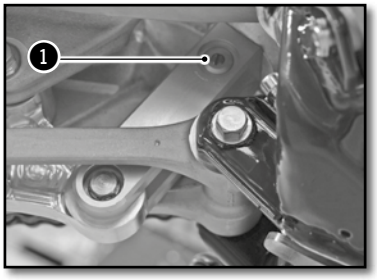
Turn the screw ❶ clockwise with a socket wrench until it stops and then back the number of clicks required.

Do not loosen the nut ❷

High-speed compression setting	Comfort	2,5 turns
	Standard	2 turns
	Sport	1,5 turns

Adjusting the chassis (continued)

REBOUND DAMPER

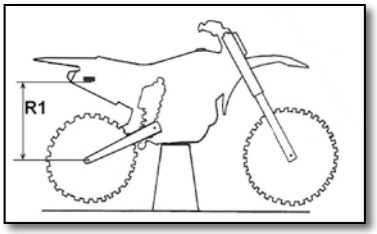


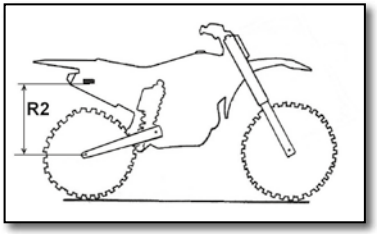
The adjusting screw ❶ determines the Shock rebound behavior. Turning the screw clockwise increases the hydraulic force (and vice versa).

Turn the screw ❶ clockwise to the stop then go back the number of clicks required.

Rebound damping	Comfort	15 clicks
	Standard	13 clicks
	Sport	11 clicks

SETTING THE DEPRESSION OF THE REAR SHOCK WITH NO LOAD





With the bike on an appropriate stand

Measure the dimension R1 between a fixed point on the chassis and the rear axle.

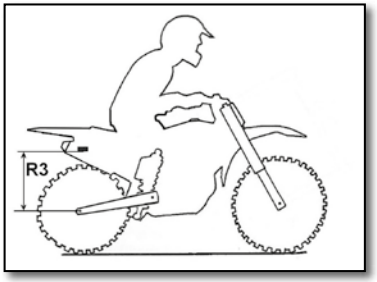
With the bike setting on its wheels

Measure the dimension R2 from the same fixed point on the chassis and the rear axle. The static deflection is the difference between R1-R2.

Static deflection	30mm

If the static deflection is not correct, adjust the preload of the shock (☛ p.33)

SETTING THE REAR SHOCK SAG



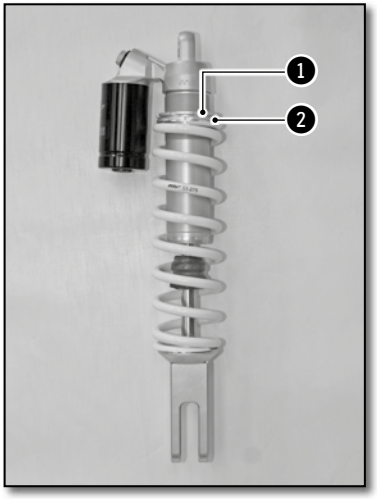
With the rider on the motorcycle

Measure the dimension R3 between the same fixed point on the chassis and the rear axle. The sag is the difference between R1-R3.

Sag	95mm à 105mm

If the sag is not correct, change the spring. (☛ p.33)

CHANGING THE PRELOAD OF THE SHOCK



Remove and clean the rear shock unit (☛ p.42).

Loosen the locking nut ❶.

Loosen / tighten the adjusting nut ❷ depending on the length required..

Indications	Loosening one turn	Decreases the overall length by 3mm.
	Tightening one turn	Increases the overall length by 3mm.

Tighten the locking nut ❶.

Reinstall the shock (☛ p.43)

Recheck the settings (☛ p.32)

CHANGING THE SHOCK SPRING

Remove and clean the rear shock unit (☛ p.42)

Select and install a spring based on your weight.

Spring Rate	
Rider Weight (with equipment) : 65-75kg	48N/mm
Rider Weight (with equipment) : 75-85kg	51N/mm
Rider Weight (with equipment) : 85-95kg	54N/mm

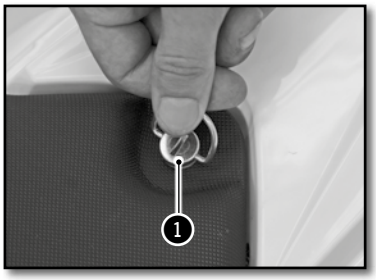
Reinstall the shock.

Adjust the sag (☛ p.32)

Adjust the static deflection (☛ p.32)

Chassis maintenance

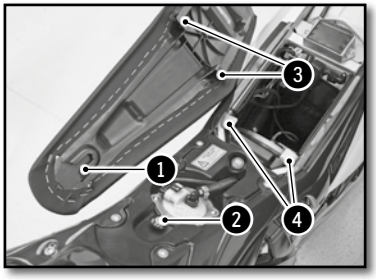
REMOVING THE SADDLE



Turn the Dzeus fastner ❶ a quarter turn counterclockwise to release the saddle.

Remove the seat by pulling it towards the back of the bike.

REINSTALLING OF THE SADDLE



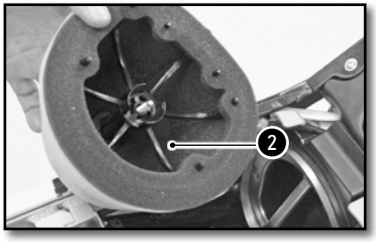
Install the saddle by sliding it forward, making sure that the slot ❶ in the seat pan engages the post ❷ in the reservoir. The three notches in the saddle must pass through the tabs on the subframe ❹ that are provided for this purpose.

Lock the Dzeus fastner by turning it a quarter turn clockwise.

REMOVING THE AIR FILTER

The air filter is vital for the smooth operation of your engine. Maintenance is therefore essential.

A dirty air filter reduces the performance of your bike, increases fuel consumption and, at worst, impurities can pass into the engine and cause premature wear.



Remove the seat (☛ p.34)

Unscrew the thumb screw ❶.

Remove the filter with the plastic carrier ❷.

Separate the filter from its plastic holder.

CLEANING THE AIR FILTER

Clean the foam air filter with a special liquid cleaner and let dry.

INFO

Do not clean the air filter with a solvent or gasoline.

Air filter cleaner	Minerva air filter cleaner

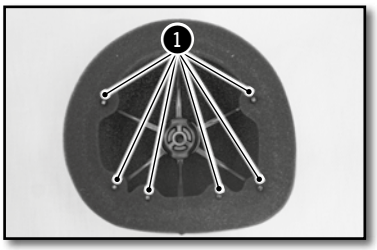
INFO

Do not wring out the filter by twisting. Press only. Soak the air filter in an air filter oil.

Air Filter oil	Minerva protect Air

If necessary clean the inside of the air box with a cloth.

REINSTALLING THE AIR FILTER



Reposition the filter on its support.

Be sure to engage on all six tabs.

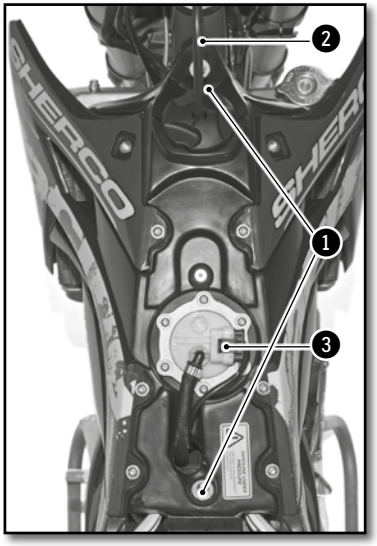
Apply a film of grease on the face of the filter element.

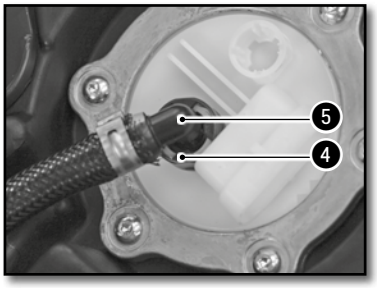
Reinstall the filter and its support by taking special care to make sure it is centered. Refit the knurled screws ❷.

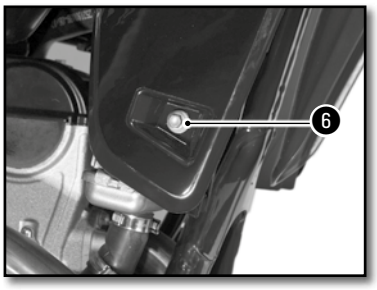
Check to make sure the air filter is properly seated. Install the saddle (☛ p.34)

Chassis maintenance (continued)

REMOVING THE FUEL TANK







Remove the seat (☛ p.96)

Unscrew the fuel tank fixing screws ❶.

Remove the hose that attaches to the fork crown ❷

Disconnect the fuel pump electrical connector ❸.

Remove the fuel hose by pressing the connector ❹ and pulling on the hose ❺.

ATTENTION

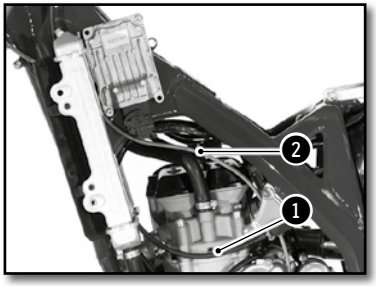
Attention, there is a risk of spraying fuel. do not put your face near the fuel line exit.

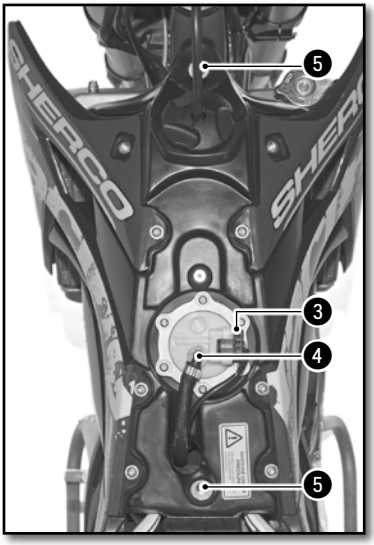
Prevent ingress of dirt in the gasoline fuel line. This can lead to a seizure of the injector.

Unscrew the screws ❻ don the right and left radiator grill.

Remove the fuel tank by pulling upwards, provide lateral clearance by slightly moving the radiator grills. Use caution when removing the fuel tank and do not damage any of the fuel hoses or electrical connections.

REINSTALLING THE FUEL TANK





Reassembly of the fuel tank.

Be sure to correctly position the throttle ❶ and clutch cable ❷.

Locate all of the fuel hoses / electrical connections under the fuel tank well.

Install the tank by moving the radiator guards away from the radiator to provide clearance for the fuel tank and makesure that all of the cables, wires and hoses are free, clear and not pinched.

Check the adjustment of the radiator guards in relationship to the fuel tank.

Connect the fuel line ❸ and electric connection❹.

Install the fuel tank mounting screws ❺ along with their rubber inserts.

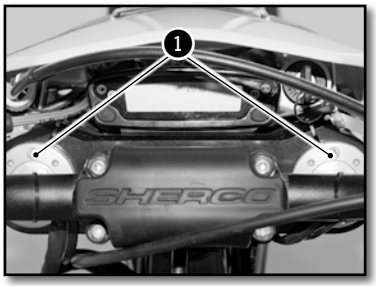
Install the radiator grill mounting screws.

Chassis screws	M6	10Nm

Install the fuel vent hose.

Reinstall the saddle (☛ p.34)

PURGING THE AIR FROM THE FORKS



After some time of operation, the air accumulates under pressure in the fork.

Every 5 to 10 hours (depending on the riding intensity), it should be purged. With the fork cold and fully extended, loosen and then retighten both fork caps.

Chassis maintenance (continued)

CLEANING THE FORK DUST SEALS

Place the motorcycle on a suitable stand.

Remove the front wheel (☛ p.44)

Remove the fork protectors. Slide the dust cover down. Clean and lubricate the dust cover and the fork tube.

Lubrifiant universel Minerva F4

Reinstall the dust cover and clean off any left over oil.
Reinstall the fork protection.
Reinstall the front wheel (☛ p.44)
Take the bike off of the stand.

CHECKING THE PLAY OF THE STEERING HEAD BEARINGS

Place the motorcycle on a suitable stand.

Exert a back and forth force on the fork legs.

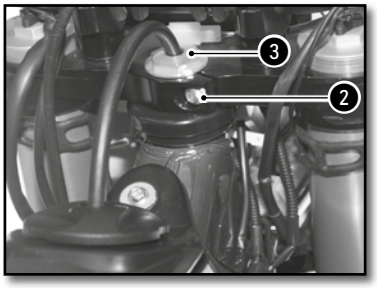
There should not be any play in the bearings in any direction in the steering bearings.

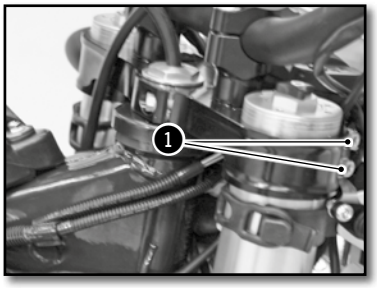
If there is play and / or resistance, adjust and / or change the bearings.

Adjust the bearing free play (☛ p.39)

Take the bike off of the stand.

ADJUSTING THE STEERING HEAD BEARING PLAY





Place the motorcycle on a suitable stand.

Loosen screws ❶ and ❷

Loosen or tighten the nut ❸ to adjust the steering bearing play.

Steering nut	M20	30Nm

Tighten the screws ❶

SACHS top fork screws	M8x35	12Nm
WP top fork screws	M8x35	17Nm

Tighten screw ❷

Top clamping screw	M8x30	17Nm	Loctite® 243™

Check the play of the steering head bearings. (☛ p.38)

Remove the bike from the stand.

The bearings should be greased at least once a year with a good quality grease.

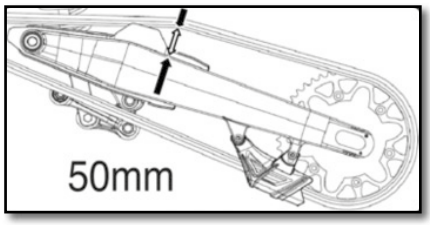
CLEANING THE CHAIN

Regularly cleaning the chain considerably increases its service life.

Clean the chain and apply chain lubricant.

Minerva Chain Cleaner	Minerva aerosol chain lub

CHECKING THE CHAIN TENSION



Place the motorcycle on a suitable stand

Push the chain up and measure the chain movement as shown in the diagram.

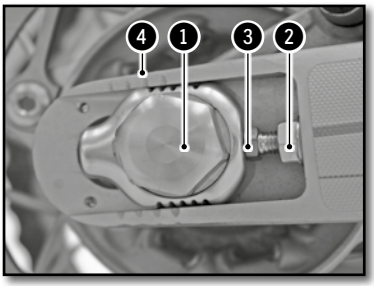
Chain tension	50mm...53mm

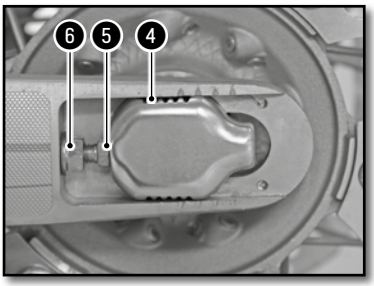
If the chain tension is not correct, see how to adjust the chain. (☛p.40)

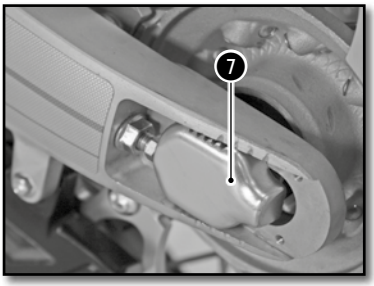
Otherwise, remove the bike from the stand.

Chassis maintenance (continued)

ADJUSTING THE CHAIN TENSION







ATTENTION

Improper chain tension can cause mechanical damage.

Place the motorcycle on a suitable stand.

Loosen nut ❶

Loosen the nuts ❷

Loosen or tighten the screws ❸ until you have the correct chain tension.

Chain tension	50mm...53mm

Monitor the symmetry of the two sides by observing the position of the marks ❹

Tighten the screws ❺

Tighten the nut ❻

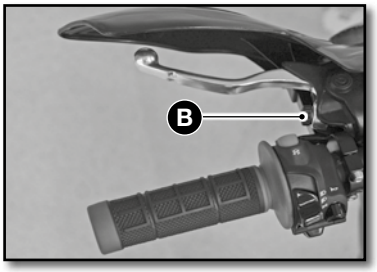
Rear axle nut	M24	100Nm

Remove the bike from the stand.

NOTE

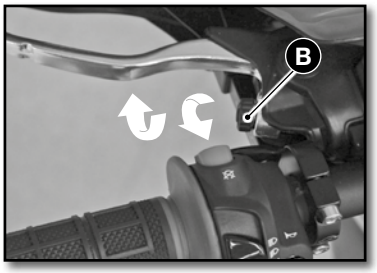
The sliding piece ❼ is designed to accommodate longer chains by turning it 180 degrees.

ADJUSTING THE LEVER



The position of the lever can be adjusted to meet the needs of the rider.

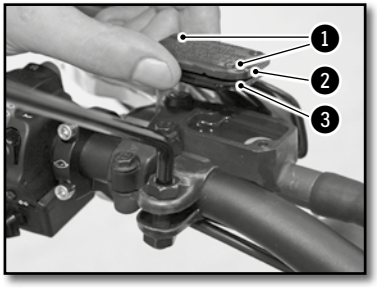
- Turn the knob Ⓑ clockwise to move the lever closer to the handlebar.



- Turn the knob B in the opposite direction to move the lever away from the handlebar.

Clutch lever free play A	≥3mm

CHECKING THE CLUTCH FLUID LEVEL



ATTENTION

- The hydraulic fluid is highly corrosive it can be dangerous to the skin.
- Read the recommendations on the container.

Position the master cylinder horizontally.

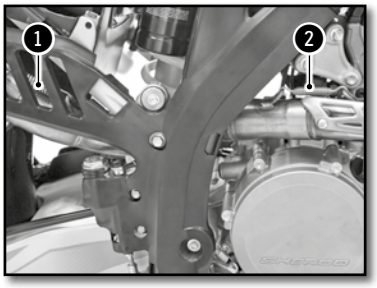
- Remove the two screws 1, the cover 2 and the membrane 3
- Check the fluid level and fill if necessary.

Level of brake fluid below the top of the reservoir.	4mm
Minerva brake fluid DOT 4	

- Reinstall the lid with the membrane and the screws.

Chassis maintenance (continued)

REMOVING THE REAR SHOCK



Place the motorcycle on a suitable stand.

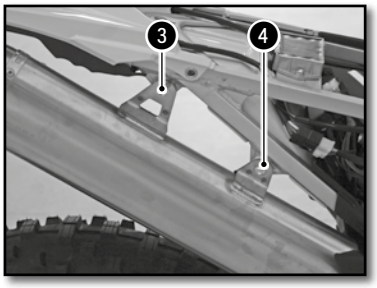
Remove the right side plate.

Remove the spring ❶ from the muffler and spring ❷ from the intermediate exhaust pipe.

Remove the screws ❸ and ❹and the muffler along with the intermediate exhaust pipe.

ATTENTION

Do not remove the muffler after operating the motorcycle. It can behot and there is a risk of being burned.

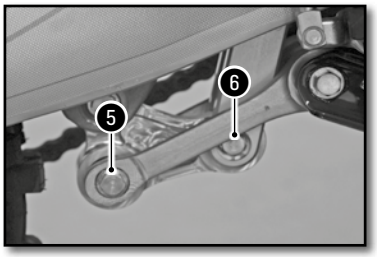


Remove the shaft ❺.

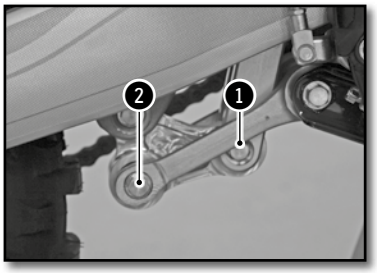
Remove the screw ❻.

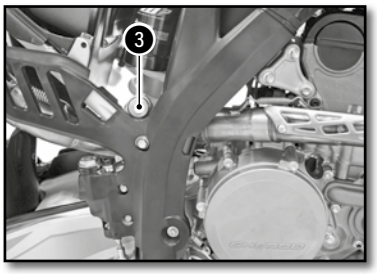
Remove the top screw of the shock.

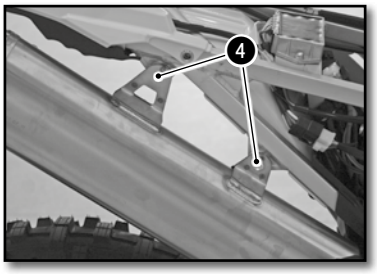
Remove the shock from the top.

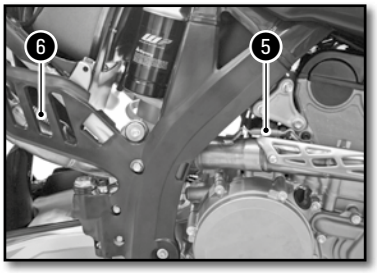


REINSTALLING THE REAR SHOCK









Install the shock from the top.

Install the top screw and tighten.

Upper shock screw	M10	40Nm	Loctite® 2701

Position the rods and “H” link.

Install the lower shock screw ❶ and tighten.

Lower shock screw	M10	40Nm	Loctite® 2701

Install the lower shock shaft ❷ and tighten.

Lower shock shaft	M12	40Nm

Reassemble the intermediate exhaust and install screw ❸ loosely.

Reassemble the rear silencer and loosely tighten screws ❹ using the nylock self-locking nuts.

Chassis screws	M6	10Nm

Attach the intermediate pipe spring ❺.

Attach the muffler spring ❻.

Tighten the muffler attaching screws ❹

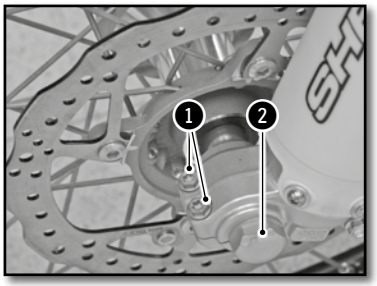
Chassis screws	M6	10Nm

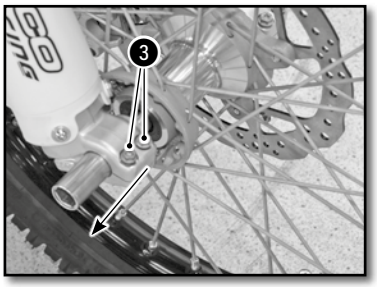
Install right side plate.

Remove the bike from the stand.

Wheels, tires

REMOVING THE FRONT WHEEL





Place the motorcycle on a suitable stand.

Remove the two screws ❶ and the nut ❷

Loosen the two screws ❸

Pull the axle through the right side.

Remove the wheel from the fork.

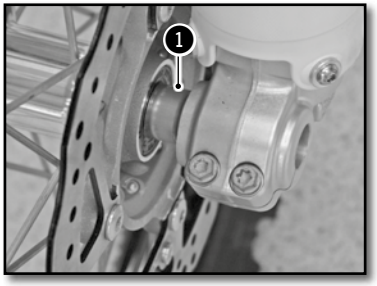
ATTENTION

Do not operate the front brake lever when the front wheel is removed.

REINSTALLING THE FRONT WHEEL

Check that the brake disc is not dirty or contaminated with oil or grease. If it is, clean the disc with brake cleaner.

Brake cleaner	Minerva brake cleaner and degreaser

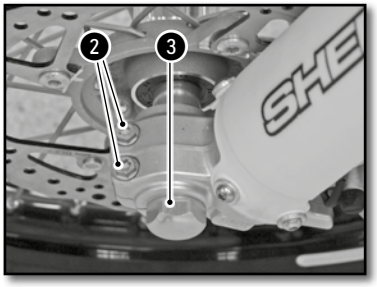


Install the spacer ❶ on the left side of the wheel hub.

Install the front wheel in the fork and install the axle (grease the axle prior to installation).

Tighten the screws ❷.

Fork screws	M8	12Nm



Install and tighten the axle nut ❸.

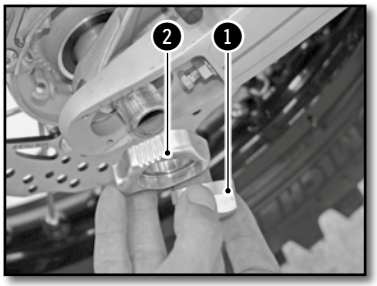
Front axle nut	M20	25Nm

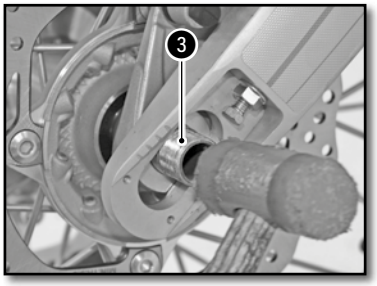
Tighten the screws on the right side of the bike.

Fork screws	M8	12Nm

Operate the front brake lever several times until the pads touch the disc.Remove the bike from the stand and push down on the fork several times.

REMOVING THE REAR WHEEL



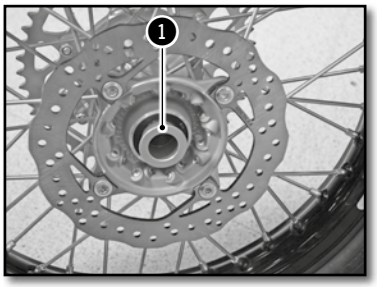


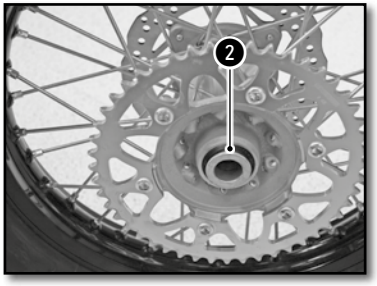
Place the motorcycle on a suitable stand.
- Unscrew the nut ❶ and remove the adjuster. ❷
- Tap the axle ❸ out using a nylon hammer.
- Remove the axle.
- Move the wheel as far forward as possible.
- Remove the chain and wheel.

ATTENTION

Do not operate the rear brake pedal when the rear wheel is removed.

REINSTALLING THE REAR WHEEL





Check that the brake disc is not dirty or contaminated with oil or grease. If it is, clean the disc with brake cleaner.

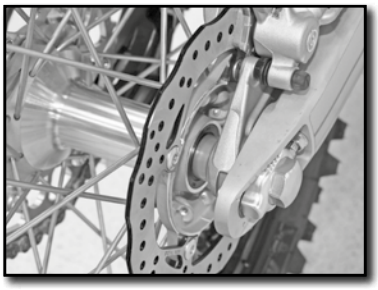
Brake cleaner	Minerva brake cleaner and degreaser

Install the two spacers ❶ and ❷ and make sure they are positioned correctly.

Wheels, tires (continued)

Install the rear wheel in the swing arm and install the axle (grease the axle prior to installation)

Mount the chain.



Install the chain tensioner ❶ and install the nut ❷ but do not tighten.

Check the chain tension (☛ p.101)

Tighten the nut ❷.

Rear Axle nut	M24	100Nm

Operate the rear brake pedal several times until the pads touch the disk.

Remove the bike from the stand.

CHECKING THE TIRE PRESSURE

Regularly check the tire pressure with a precision pressure gauge.

- Remove the valve cap.
- Check air pressure when the tire is cold.

Tire air pressure when used in rough terrain.

Front	0,9bar (13 psi)
Rear	0,9bar (13 psi)

If the pressure does not comply with the above table :

- Correct the pressure.
- Replace the valve cap.

CHECKING FOR WEAR AND DAMAGE

- Regularly check the depth of the tread.

Tread depth	≥3mm

If the depth is less than the value shown :

- Change the tire

Check for cuts, cracks, nails, sharp objects and bulges on the tire.

If the tire is damaged :

- Change the tire
- Changer le pneumatique

CHECKING SPOKE TENSION

Do not neglect the tension of the spokes.

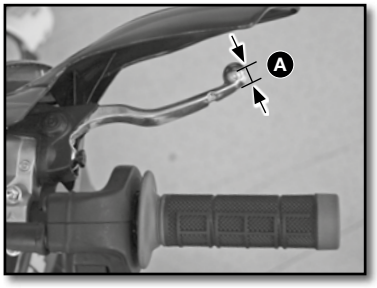
ATTENTION

Proper tension ensures stability and secure riding.

- Check the spoke tension before and after each use of the bike, especially if the spokes are new or have been recently adjusted.
- Use a screwdriver to tap on each spoke. The sound must be sharp.
- If it is dull, take the bike to a SHERCO dealer to get the spokes properly adjusted.

Brakes

CHECKING THE FRONT BRAKE LEVER ADJUSTMENT

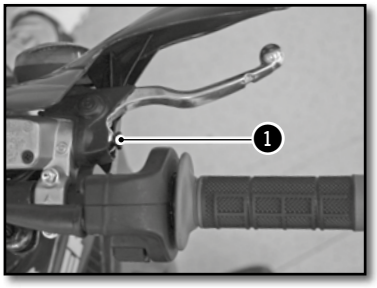


Pull the lever toward the handlebar and check the free play **A**

Free play of the front brake lever	≥3mm

If the free play does not meet the specification, do the following.

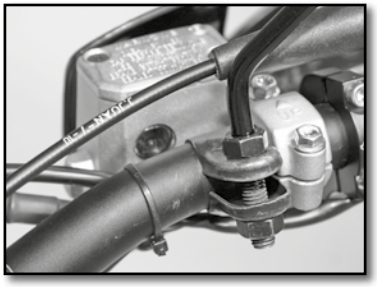
ADJUSTING THE FRONT BRAKE LEVER



Set the free play using the adjustment screw **1**

- Turn clockwise to decrease the free play.
- Turn it counterclockwise to increase the free play.

CHECKING THE FRONT BRAKE FLUID LEVEL

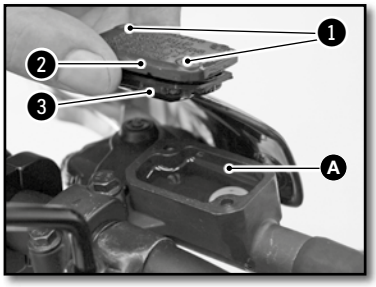


Make sure that the reservoir is in a horizontal position.

Check the fluid level through the sight glass. Ensure that the level is (between the arrows) it should be closest to the up arrow.

If the level is below the MIN mark, top up the brake fluid according to the instructions below.

FILLING THE FRONT BRAKE RESERVOIR WITH BRAKE FLUID



ATTENTION

- The hydraulic fluid is highly corrosive.
- It can be dangerous to the skin.
- Read the recommendations on the container.

- Remove the two screws ❶.

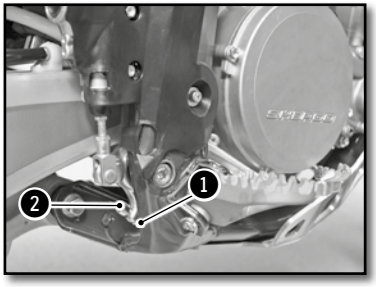
Remove the cover ❷ and the membrane ❸.

Fill the reservoir with brake fluid to the correct level Ⓐ.

Level of brake fluid below the top of the reservoir.	5mm
Minerva brake fluid	

- Reinstall the membrane, the cover and the screws.

ADJUSTING THE POSITION OF THE REAR BRAKE PEDAL



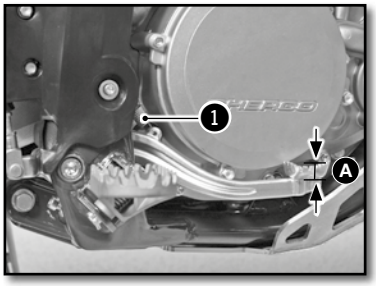
The position of the brake pedal can be adjusted as follows: loosen the lock nut ❶ loosen or tighten the screw ❷ to obtain the desired position.

Tighten the lock nut when the pedal is properly located.

Brake pedal lock nut	M6	10Nm

Check the pedal travel (☛ p.49)

CHECKING THE TRAVEL OF THE REAR BRAKE PEDAL



- Remove the spring ❶
- Operate the pedal several times

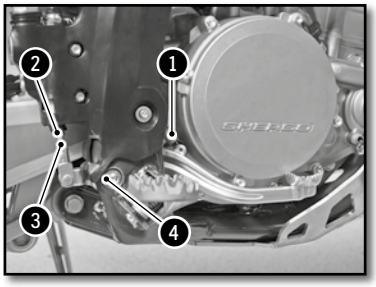
Rear brake pedal travel	3mm ≥ Ⓐ ≥5mm

- Replace the spring ❶

If the travel does not meet the specification, refer to the rear brake travel adjustment. (☛ p.50)

Brakes (continued)

ADJUSTING THE TRAVEL OF THE REAR BRAKE PEDAL



- Remove the spring ❶
- Loosen the nut ❷ and turn the shaft ❸

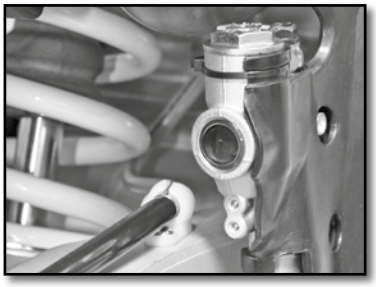
Rear brake pedal travel	3mm ≥ Ⓐ ≥5mm

Hold the shaft ❸ and tighten the nut ❷.

Nut ❷	M6	10Nm

- Reinstall the spring ❶

CHECKING THE REAR BRAKE FLUID LEVEL



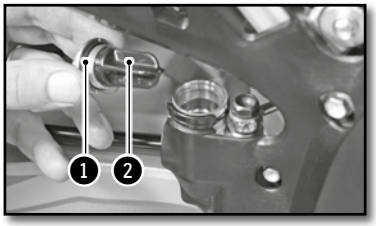
Position the motorcycle on a flat surface.

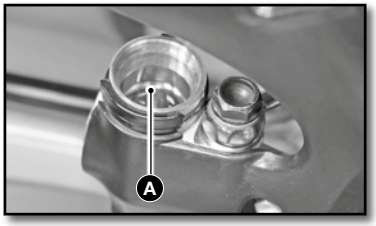
Check the fluid level through the sight glass.

Ensure that the level (between the arrows) is closest to the up arrow.

If the level is below the MIN mark, top up the brake fluid according to the instructions below.

FILLING THE REAR BRAKE RESERVOIR WITH BRAKE FLUID





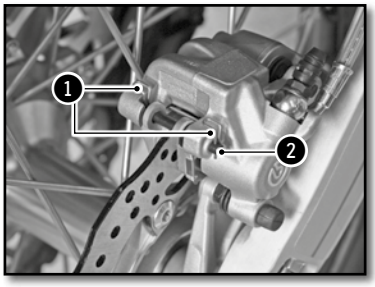
Remove the cap ❶ with its membrane ❷.

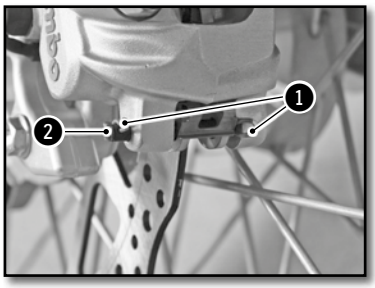
Fill with fluid to the mark as shown Ⓐ

Minerva brake fluid DOT 4

- Reinstall the membrane and the cover using a new O-ring.

REMOVING THE FRONT AND REAR BRAKE PADS

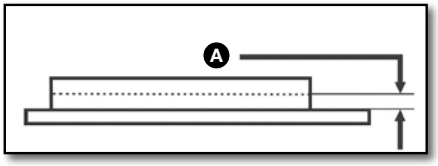




- Remove the clip ❶ and retaining pin ❷.
- Remove the brake pads.

Do not operate the front brake lever or rear brake pedal when the brake pads are removed.

CHECKING THE CONDITION OF THE BRAKE PADS

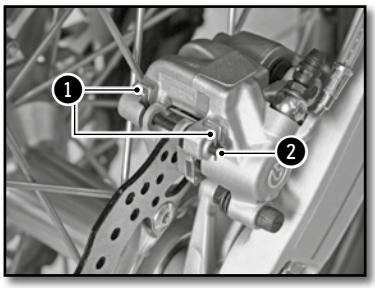


Check the pads for wear

Minimum pad thickness	Ⓐ ≥1mm

If replacement is necessary, always change the pads in pairs.

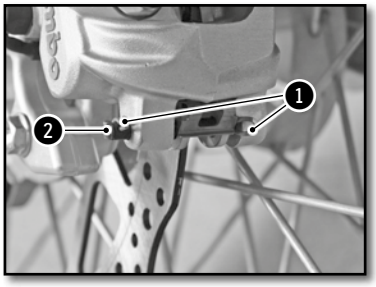
REINSTALLING THE FRONT AND REAR BRAKE PADS



Check that the brake discs are not contaminated with oil or grease. In they are, clean the discs with brake cleaner.

Brake cleaner	Minerva brake cleaner and degreaser

Brakes (continued)



Install the new pads.

Reinstall the retaining pins ❷ and clips ❶

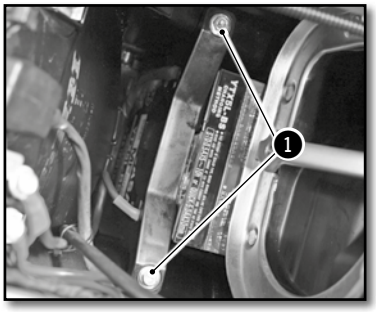
Check the brake fluid level and fill if necessary. (☛ p.48 et p. 49)

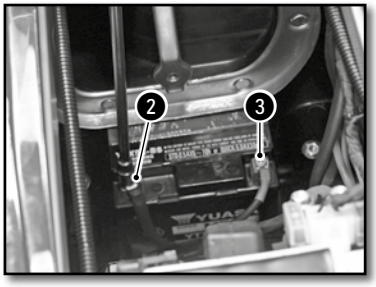
ATTENTION

Do not use the bike until the brake lever and the pedal are operational. «Pump» the brake lever / brake pedal up and down until the brake pads are in contact with the discs.

Electrical system maintenance

REMOVING THE BATTERY





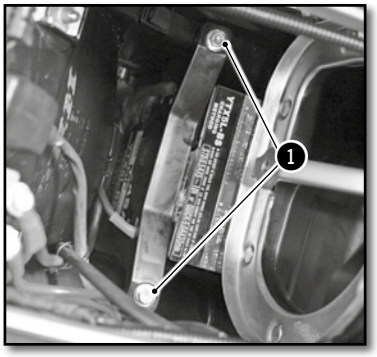
Turn off all electric devices and stop the engine.

ATTENTION

- 250-300 SEF (standard): Confirm that the key start is in the OFF position.
- 250-300 SEF/R (racing): Confirm that the on / off switch is in the OFF position.
If this is not done there is a significant risk of damage to the computer (ECU).

- Remove the seat (☛ p.34)
- Remove the air filter (☛ p.34).
- The battery is located at the bottom of the filter housing.
- Remove the two screws ❶ that retain the battery retaining bracket.
- Disconnect the negative cable from the battery ❷.
- Disconnect the battery positive cable ❸.
- Remove the battery from the top.

REINSTALLING THE BATTERY



- Insert the battery into place.
- Connect the positive cable to the battery.
- Connect the negative cable to the battery.
- Install the battery retaining bracket and tighten the two screws ❶.

Chassis screws	M6	10Nm

- Check the positioning of the battery cables to make sure that they do not interfere with the installation of the air filter.
- Replace the air filter (☛ p.35).
- Replace the saddle (☛ p.34).

CHARGING THE BATTERY

The battery is a maintenance-free type. If the vehicle is not used for an extended period, it is recommended that the battery be disconnected and stored in a dry place. See removing the battery (☛ p.52)

Check the voltage of the battery with a voltmeter :

Battery voltage	>12.5V

If the voltage is below the specification, remove the battery and recharge it using a battery charger.

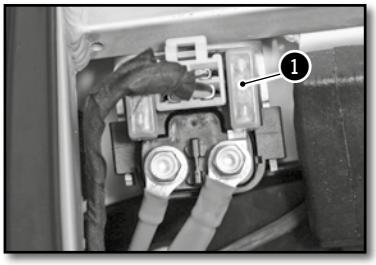
Battery charging (12V)	0.5 A for 10 hours or 5A for 30 minutes

Disconnect the charger after charging.

Install the battery (☛ p.53).

Electrical system maintenance (continued)

REPLACING THE MAIN FUSE



Remove the seat (☛ p.34)

The main fuse ❶ is on a relay by the starter.

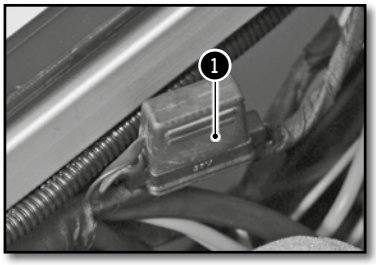
Remove the defective fuse and replace with a new fuse of the same value.

Main fuse 30A

Put a new spare fuse in the reserve location in the fuse box.

- Replace the saddle (☛ p.34).

REPLACING THE FUSE FOR THE LIGHTS (250-300 SEF/R)



Remove the seat (☛ p.34)

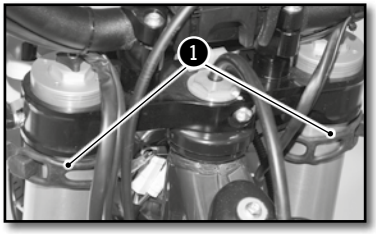
The light fuse ❶ is located in a high location on the wiring harness on the right side of the bike.

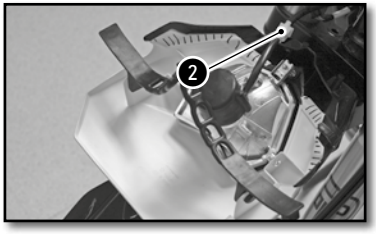
Remove the defective fuse and replace with a new fuse of the same value.

Light fuse 15A

- Replace the saddle (☛ p.34).

REMOVING THE HEADLIGHT HOUSING





Turn the ignition to the off position.

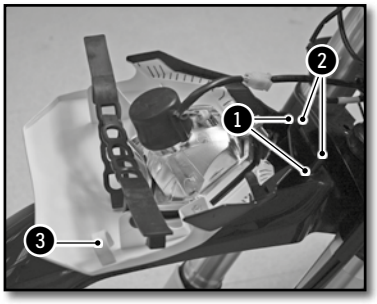
Unclip the left and right rubber fastners ❶ on each side of the fork.

Separate all of the brake hoses / cables from the meter bracket at the top and bottom.

Move the top plate up to clear the housing.

Disconnect the connector ❷ and remove theheadlight housing.

REINSTALLING THE HEADLIGHT HOUSING



Connect the electrical connector.

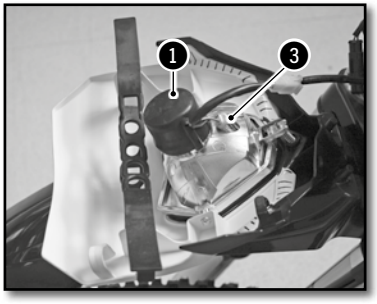
Engage the light plate, ensuring that the holes in the plate ❶ are in place ❷.

Place all of the brake hoses / cables in the interior of meter upper guide ❸.

Attach the rubber fastners.

Check the setting of headlight beam. (☛ p.56)

REPLACING THE HEADLIGHT BULB OR THE PILOT LAMP



Remove the headlight housing assembly (☛ p.116)

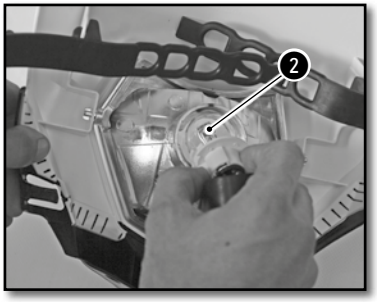
Remove the protective rubber ❶

Turn the socket a quarter turn counterclockwise to remove it from the headlight assembly.

Gently press the bulb in while turning it counterclockwise and remove it from the socket.

Install a new bulb ❷.

Headlight bulb S2	12V 35/35W S2



Reinstall the socket with the bulb in the headlight assembly by turning it in a clockwise direction.

Reinstall the protective rubber.

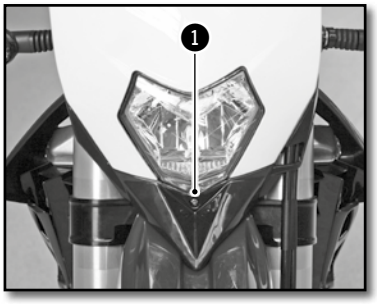
To replace the pilot light ❸ simply remove the socket from the reflector ❷.

Pilot light W5W	12V 5W

Reinstall the headlight housing assembly (☛ p.55)

Electrical system maintenance (continued)

ADJUSTING THE HEADLIGHT BEAM



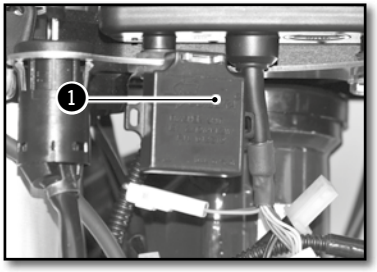
The headlight beam is adjusted with the motorcycle in a state of operation with its driver seated on the saddle.

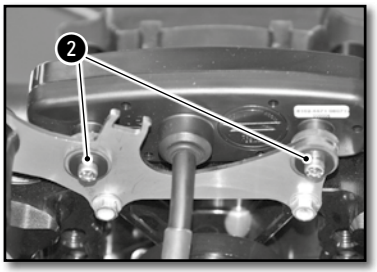
To set the headlight beam, tighten or loosen the screw at the base of the headlight housing.

Tightening the screw ❶ raises the headlight beam.

Loosening the screw ❶ lowers the headlight beam.

REPLACING THE MOTORCYCLE COMPUTER BATTERY (250-300 SEF/R)





Remove the headlight housing (☛ p.54).

Remove the turn ❶ signal flasher in order to access the motorcyle computer screws.

Remove the screws ❷ and remove the computer to get it out of the way.

Disconnect the main connector from the computer.

Remove the screws ❸ and remove the battery.

Install a new battery (with the marking up).

Computer battery CR 2032	3V

- Replace the cover, taking care not to damage the O-ring.
- Plug the main connector into the computer.
- Install it on the bike and check to make sure the meter works.
- Reinstall the computer support.
- Install screws ❷ and replace the turn signal flasher.
- Replace the headlight housing (☛ p.55)
- Set the computer (☛ p.17)

Washing and storage

WASHING THE BIKE

SHERCO advises you to wash your 250-300 SEF/R as often as possible in order to maintain it in good working order and prolong its life.

1. Cover the end of the exhaust silencer and the air filter (plastic bag, special cover or a special cap).

2. To degrease the engine, apply a degreaser, clean with a brush then rinse the engine with a water hose.

3. Wash the rest of the vehicle with hot soapy water.

4. Rinse with clear water.

5. Dry with a chamois or a clean, soft cloth.

6. Clean the chain and lubricate it with a special chain lube.

7. When the cleaning is finished, remove the air filter and exhaust protection, Start the engine and let it run atidle for a few minutes.

Avoid using high pressure equipment which may cause water to leak into the bearings and fork seals and cause serious damage. Use an average strength detergent rather than a strong detergent.

STORING THE BIKE

Before storing the vehicle Long-Term (more than 2 months), follow these instructions :

1. Wash the whole bike.

2. Empty the fuel tank.

3. Remove the spark plug and inject a protective spray inside the engine through the hole in the cylinder. Install the spark plug. Cycle the engine a few revolutions to apply a protective film on the cylinder walls.

4. Remove the battery (☛ p.52)

5. Charge the battery (☛ p.53)

6. Lubricate all cables with a spray lubricant.

7. Jack the motorcycle up so that the wheels are off the ground.

8. Cover the exhaust outlet with a plastic bag to prevent moisture from entering.

9. Spray a protective oil film on all unpainted metal surfaces of the motor and also on the electrical wiring.

10. Cover the motorcycle with a cover.

RECOMMISSSIONING AFTER STORAGE

Reinstall the battery (☛ p.53)

Fill the fuel tank.

Perform lubrication and maintenance (☛ p.58)

Perform a road test.

Maintenance schedule

Maintenance	After 5 hours	Every 20 hours
ENGINE		
Change engine oil, filter, clean pre filter and change if necessary	●	●
Clean the magnetic drain plug	●	●
Replace spark plug (after 50 hours)		
Check and adjust valve clearances	●	●
Check engine mounting bolts for tightnessr	●	●
INJECTION		
Clean the venturi		●
ACCESSORIES		
Check cooling system for leaks	●	●
Check sealing and attachment of the exhaust	●	●
Check status, flexibility and position of the cables, adjust and lubricate	●	●
Check oil level in clutch master cylinder	●	●
Clean air filter and housing	●	●
Check status and position of the electrical wiring	●	●
Check function of electric components (headlight/tail/stop turn signals, computer control unit, etc.)	●	●
BRAKES		
Check brake fluid level, brake pad thickness and the brake discs	●	●
Check status and sealing of the brake lines	●	
Check status, of the foot brake pedal and hand brake lever	●	●
Check tightness of brake system fastners and discs	●	●
CHASSIS		
Check for leaks and function of fork and shock	●	●
Clean the dust covers		●
Purge air from the fork legs		●
Check general tightness of bolts and screws		●
Check / adjust steering head bearings	●	●
WHEELS		
Check rims and spoke tension		●
Check condition of the tires and tire pressure	●	●
Check chain, sprockets, guides, chain tension	●	●
Lubricate the chain	●	●
Check wheel bearing clearance	●	●

ANNUAL MAINTENANCE

Major maintenance items that should be performed by the dealer	Au moins 1X par an	
Fork	●	
Shock	●	
Clean and grease steering head bearings and seals	●	
Replace fiberglass in the muffler	●	
Treat electric contacts and switches with an aerosol protector	●	
Replace the clutch hydraulic fluid	●	
Replace the brake fluidn	●	
Checks and major maintenance to be performed by the rider	**Before each use**	**After each use**
Check the engine oil level	●	
Check brake fluid level	●	
Check status of the brake pads	●	
Verify operation of the lights	●	
Verify operation of the horn	●	
Lubricate throttle cable		●
Regularly purge the air from the fork legs		●
Regularly clean the fork dust seals		●
Clean and lubricate chain, check tension and adjust if necessary		●
Clean air filter and box		●
Check tires and tire pressure	●	
Check the coolant level	●	
Check fuel lines for leaks	●	
Check status of all the controls	●	
Check the brakes	●	●
Spray anti-corrosion protector on all non painted parts (except for the brake parts and the exhaust system)		●
Spray protector on electrical switches		●
Check tightness of nuts, screws and clamps		●

⚠ ATTENTION

In competition you have to perform the 20 hour maintenance schedule after each race!
This should not be exceeded by more than 2 hours.
The services performed by the Sherco dealer do not replace routine service and maintenance by the rider!

Maintenance schedule (continued)

IMPORTANT CHECKS AND MAJOR MAINTENANCE ITEMS THAT SHOULD BE PERFORMED BY THE SHERCO DEALER

Competition use	**At 10H**	**At 20H**	**At 40H**	**At 80H**
Recreational user	**At 20H**	**At 40H**		**At 80Hh**
Check the clutch disc wear		●	●	●
Check the length of the clutch springs		●	●	●
Check that the clutch nut is not loose			●	●
Check that the clutch housing is not loose			●	●
Check the wear of the cylinder and piston			●	●
Replace the piston 300			●	
Check the piston pin and grooves for wear (a) visually check			●	●
Check the camshafts for wear (a) visually check			●	●
Check the camshaft buckets for wear			●	●
Check the wear of valve guides			●	●
Replace the valves				●
Replace the valve springs				●
Check operation of chain tensioner guide			●	●
Check the run-out at the end of the crankshaft			●	●
Check the condition of the connecting rod			●	●
Replace the big end bearing			●	●
Replace the crankshaft bearings			●	●
Check all of the gearbox components for wear			●	●
Check the length of the relief valve spring			●	●
Replace fiberglass packing in the muffler	●	●	●	●
Check the length of the camshaft drive chain			●	●
Check the camshaft bearings				

Torques

ENGINE TIGHTENING TORQUES		
Magnetic Drain Plug	M12	15Nm
Prefilter drain plug	M19	22Nm
Oil filter cap	M45	15Nm
Sparkplug (apply grease to the copper washer)		15Nm
Water pump housing screws	M6X8	6Nm
Radiator bleed screw	M6X8	8Nm

CHASSIS TIGHTENING TORQUES			
Shock screw lock nut	M5	5Nm	
Other chassis screws	M6	10Nm	
Other chassis screws	M8	24Nm	
Disc brake screws front / rear	M8	24Nm	Loctite® 243™
Crown screw	M8	23Nm	
Handlebar clamp fastening screws	M8	25Nm	
Sach fork upper screw	M8	12Nm	
WP fork upper screw	M8	17Nm	
Sachs lower fork screw	M8	15Nm	
WP fork lower screw	M8	12Nm	
Upper screw	M8	17Nm	
Fork pinch bolt screw	M8	12Nm	
Side support screw	M8	25Nm	Loctite® 243™
Other chassis screws	M10	40Nm	
Handlebar fixing screws	M10	40Nm	Loctite® 243™
Top shock screw	M10	40Nm	Loctite® 2701
Lower shock screws	M10	40Nm	Loctite® 2701
Motor mounting bolts	M10	40Nm	
Suspension delta / H link bolts	M12	40Nm	
Swing arm pivot bolt	M16	100Nm	
Front wheel nut	M20	25Nm	
Steering shaft nut	M20	30Nm	
Rear wheel nut	M24	100Nm	

250-300 SEF/R

SHERCO

SHERCO

MANUEL DU PROPRIÉTAIRE | OWNER'S MANUAL | MANUAL DE PROPIETARIO

250-300 SEF/R

www.sherco.com

250-300 SEF/R

SHERCO

DEFY**GRAVITY**®

SHERCO Motorcycles

www.sherco.com

www.mgtquidam.fr - Edition octobre 2013