

SHERCO *Motorcycles*

The 2012 Sherco ST is newer than ever

Sherco continues to be faithful to its ideal of progression and constant evolution. The release of the new 2012 Trials models is the culmination of a cycle of innovation and renovation that was started 3 years ago with the introduction of a new frame and then last year the new engine and now numerous innovations and technical updates that increase the performance and overall handling of the bike regardless of how it is used.

In 2010 Sherco surprised and revolutionized the trials world with a totally new technical solution for component placing, the validity of these changes have been confirmed very quickly. In 2011 the new engine made its appearance, a totally new design along with a new manufacturing process. Now the culmination of the project with the 2012 changes that provides the trials enthusiast of any level, from professional to beginner, a professional grade motorcycle that can deal with any sporting challenge.

The new 2012 Sherco is appealing to everyone. The slim compact design along with its harmonious lines proves that Sherco is the leader in the field, continuing to pave the way forward as they have in the past. The new appearance masks profound and important revisions that are incorporated in this new model. Outwardly the most visible change is the new Tech front suspension units with 39mm tubes and an effective stroke of 165mm. The rear suspension is also completely new with a new R16V shock absorber, new mounts, new linkage and the shock has been repositioned. This new configuration has been tested by Albert Cabestany in both indoor and outdoor world competition with excellent performance and reliability.

Another significant new improvement in the new 2012 Sherco is the new airbox with a complete new design that is more compact and more accessible; it also includes a new air filter element. This redesign has allowed the relocation of the inlet to the carburetor to be more direct, thus improving air flow to the new Keihin 28mm carburetor. These changes have improved the engine power, enabling it to obtain extremely high speeds, however still maintaining an excellent linear power delivery in all of its stages. The location of the air filter at the front of the bike allows for greater ability to cross sections of water, this is far superior to models that have the filter under the seat. Moreover, in case of a fall in water, the airbox is equipped with a drain that helps prevent accidental entry of water into the engine.



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At the rear of the bike, both the silencer and fuel tank have received minor modifications. The muffler incorporates new interior baffles. The fuel tank interior compartments have been redesigned to better distribute the fuel; a small shut off valve has been incorporated in front of the fuel pump inlet which provides constant fuel flow to the carburetor. At the front end the radiator has been lowered in order to allow a wider steering angle. The radiator grille is new and is attached to the fan housing.

The engine skidplate along with its rubber buffers have been redesigned to provide additional protection to the engine. There have been small engine revisions; the highlight is the externally located Hidria electronic unit that incorporates two standard power curves.

Sherco has spared no effort in developing the 2012 ST model. The new flagship of the brand is a demonstration of the total enthusiasm and devotion that Sherco feels towards the trials world, in which the reference mark is the first model that was born in 1998. Sherco has two major production facilities one in Caldes de Montbui (Barcelona, Spain) for the trials models and the other in Nimes (France) that builds the enduro models. Sherco is totally dedicated to off road motorcycling designing and building a complete range of bikes for trials, enduro and supermotard.

New 2012 Sherco ST features

- New Tech Front Suspension
- New rear suspension design, new anchorage and machined linkage
- New R16V Rear Shock
- New muffler
- New design fuel tank interior compartments
- New filter box
- New air filter
- New carburetor position along with new intake nozzle redesign
- New externally mounted Hidria electronic ignition unit
- New skidplate with new rubber buffers

