



TWENTY 125 CC | 250 CC | 300 CC

SCORPIA

2016

EN



125 CC

The 125 cc. is the smallest of the Scorpa Twenty range. Youngsters can start their riding career on practically the same bike as the larger displacement professional models. The 125 model is different from the rest of the product models by its smaller displacement. It however shares all of the cycle-parts and therefore all the benefits and advantages offered by the modern Twenty Trials Range. Thus, young riders will have an excellent foundation to accelerate their learning and will soon be able to take the next step up to the powerful 250 and 300 cc engined machines.



2016 EVOLUTIONS



- | Opening of the air filter inlet modified to improve air flow to the filter
- | New thermal insulation for the interior of the filter box
- | New support for the reed petals



- | Marzocchi aluminum fork
- | New radiator support bracket
- | New handlebar shape



- | New kickstarter mount
- | Redesigned silencer interior
- | New frame design



- | New thermostat control sensor
- | Reprogrammed CDI
- | New 2016 graphics

250 CC | 300 CC

The 250 and 300 models are the main showcase of the Scorpa Twenty range. The 250 is no doubt the favorite of the trial enthusiasts because of its excellent performance and the exceptional engine that allows the rider to face any situation. The 300 is the queen. Its powerful engine allows its rider to face all challenges. The 300 is preferred by the professional riders of the Mark and is the one that is used in the World Championships and during the most important races. The powerful Scorpa engine is the base of all the factory models, it demonstrates the ability to perform at the highest level in the most demanding competitions.



TWENTY

125CC

250CC

300CC

Engine	2 stroke		
Engine size	123.70 cc (7.55 cu in)	249.70 cc (15.24 cu in)	294 cc (17.94 cu in)
Bore x Stroke	54 x 54 mm (2.13 x 2.13 in)	72.80 x 60 mm (2.87 x 2.36 in)	79 x 60 mm (3.11 x 2.36 in)
Cylinder	Nikasil coated cylinder		
Lubrication	2% oil pre-mix		
Fuel	Unleaded gasoline 98 Octane		
Carburetor	Keihin Ø 28 mm (1.10 in)		
Cooling	Liquid system		
Starting	Geared system with folding lever		
Exhaust	Steel header pipe with an integrated aluminum muffler		
Transmission	5 speed sequential gearbox with security selector system to prevent false shifts. Primary gear drive chain secondary drive		
Clutch	Hydraulic, multidisc in oil bath		
Electronic ignition	Hidria digital		
Chassis	Chrome-Molybdenum tubular section frame		
Fuel tank	2.6 L (0.69 US Gal) capacity		
Brakes	Hydraulically activated, floating 185 mm (7.28 in) front and 145 mm (5.71 in) rear		
Front suspension	Marzocchi Ø 40 mm (1.57 in) hydraulic telescopic aluminium fork, 165 mm (6.50 in) travel		
Rear suspension	Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel		
Rear shock absorber	R16V		
Front wheel	Morad 21" graphite anodized aluminum rim with tube-type tire		
Rear wheel	Morad 18" graphite anodized aluminum rim with tubeless tire		
Weight	67.5 kg (148.81 lb)	68.5 kg (151.02 lb)	68.5 kg (151.02 lb)
Wheelbase	1322 mm (52.05 in)		
Ground clearance	310 mm (12.20 in)		
Seat height	646 mm (25.43 in)		





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