



**SCORPIA**

**RACING**

125 | 250 | 300 SC

EN

2017 CATALOG



# RACING

## 125 SC

### SMALL DISPLACEMENT, BIG POTENTIAL

The small Scorpa trials bike is intended for the pleasure of aspiring trials riders and its ease of use is the main benefit for beginners. It is designed with the same diligence as the more powerful bikes in the range, using the same chassis and top-level components, along with all of the latest 2017 developments. The 125 lets you have fun riding off-road, but above all it helps you develop your technical skills. The junior rider can count on top performance and go through all the stages that lead to mastery of the subtle art of trials riding.



### 2017 DEVELOPMENTS

- › Redesigned chain guide for improved frame protection
- › New front brake master cylinder providing a better feel
- › Dual spark ignition for more stable carburetion
- › New diaphragm spring clutch
- › New transmission
- › Redesigned crankcase assembly
- › New breather system
- › New hydraulic clutch oil - Braktec mineral oil
- › New secondary drive (new sprocket and chain)







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# RACING

## 250 | 300 SC

### THE BENCHMARK FOR TRAIL RIDING

Already considered a benchmark in the discipline, the 250 and 300 Scorpa SC reached new heights this year in terms of performance and recreation. The 2017 models are equipped with a new diaphragm spring clutch that provides unmatched progressiveness and a perfect feeling in spite of its small size. The new dual spark ignition is another notable upgrade providing improved combustion and more stable carburetion. Whether used for trail riding or navigating the most difficult terrain, the 250 or 300 SC will prove to be a faithful ally. The only hesitation may be when trying to decide which one to choose: the livelier 250 or the more powerful 300...



➡ New front brake master cylinder providing a better feel



➡ Dual spark CDI



➡ Redesigned chain guide for improved frame protection



➡ New hydraulic clutch oil - Braktec mineral oil



➡ New secondary drive (new sprocket and chain)

# RACING

## 125 SC

## 250 SC

## 300 SC

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, diaphragm system		
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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