

SCORPA

TRIAL CATALOG 2018

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FOR CHAMPIONS IN THE MAKING

2 STROKE | 125 SC

With a chassis identical to that of the larger capacity machines, this little Scorpa is no toy. Rather, it is a tool; for learning on, progressing and winning. Its powerful engine, precise chassis and new-for-2018 suspension (aluminum Tech fork and Reiger shock absorber) make this the perfect motorcycle for experienced juniors or not-so-young small capacity specialists.

DEVELOPMENTS 2018

- > Collector diameter optimized
- > Progressive exhaust geometry
- > Twin spark CDI (performance boosted at lower rpm – smoother transition)
- > Clutch slave seal / Hose profile optimized (increased precision - reliability)
- > Better cooling of the clutch (improved oil retention)
- > New primary transmission ratio (better shock absorption - reduction in sprocket diameter)
- > Lighter Tech alu fork
- > Reiger shock absorber (upgraded shock absorption)
- > Air filter holder (easy to remove)
- > Low volume master cylinder (better feeling)
- > Reinforced rear subframe / Position of foot pegs optimized
- > Rear sprocket guard (optimized safety)
- > Anthracite gray engine color / Black swingarm



BENOIT BINCAZ





BOUNDLESS PLEASURE

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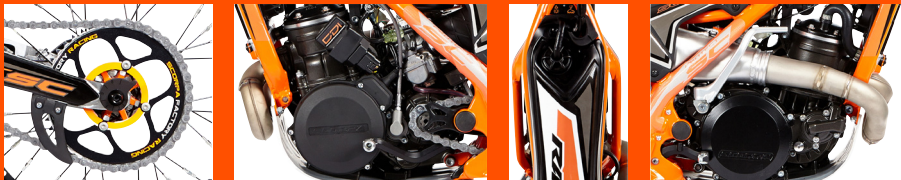
DEVELOPMENTS 2018



2 STROKE | 250 | 300 SC

For 2018, the Scorpa machines have been refined to provide even more, in terms of performance and rider pleasure. The new twin-spark CDI provides a crisper throttle response and an appreciable increase in handling precision. The 2018 chassis is equipped with upgraded suspension. The lighter alu fork is new from Tech. The rear shock absorber is now supplied by Reiger. The braking system has also been updated with a new AJP master cylinder.

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SPEC SHEET	2 STROKE		
	125 ST	250 ST	300 ST
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)
Cylindre	Nikasil coated cylinder		
Lubrification	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	Stainless steel exhaust 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 39 mm (1.54 in) aluminum 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	Reiger		
Front wheel	Morad 21" graphite anodized aluminum rim with tube-type tire		
Rear wheel	Morad 18" graphite anodized aluminum rim with tubeless tire		
Wheelbase	1322 mm (52.05 in)		
Ground clearance	310 mm (12.20 in)		
Seat height	685 mm (26.97)		



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