

SCORRA

2015 SCORPA TWENTY

After several months of waiting, and following the presentation of our new models at the EICMA show in Milan, we are pleased to present the Scorpa Twenty Series.

We have named it the Twenty to remind everyone that Scorpa is 20 years old and despite the years, we still have a place among the leading manufacturers in the market.

The Twenty range consists of three models with engines of 125, 250 and 300 cc. capacity. The new models are nothing like the old SR model, everything is new.

Scorpa wants to reconnect with the high-level trial market, therefore the new models are not revolutionary, but rather we opted for a classic product, practical but very powerful.

MODELS

125 / 250 / 300 cc

The new Twenty 125, which is inspired by its predecessor, is designed to allow future champions to push beyond their limits. With a new frame that provides extraordinary accuracy and stability due to the rigid design and forward tank location. It has a new 125cc long stroke engine block along with a new cylinder and a high performance exhaust system.

All of this is complemented by a large capacity air box and a large volume sleeve for optimum torque and power at all speeds. Unlike the previous model SR it has a tie rod suspension system for improved traction.

In short, a fun bike that looks trendy and has a competitive behavior that will surely set the market benchmark.

The 250 and 300 models have been designed to meet the needs of most trials riders, from beginners to top professionals.

The 250, like its little sister the 125 is completely new. It exhibits outstanding behavior, incredibly smooth at low revs, and also ideal for the more technical areas. From mid to high RPM's the engine response is exceptional and without limit, while maintaining outstanding control and usability. It is very simply the ideal bike for beginners to seasoned veterans.

The 300 is more powerful and allows experienced riders to defy the impossible. As playful as it is powerful, it will undoubtedly be the bike for fans seeking extreme sensations.

Specifications

- Rigid and accurate frame
- High Volume Air Box
- High performance exhaust system
- Forward mounted Fuel Tank
- Quick and precise clutch
- Progressive Suspension
- Aggressive Colors

125 cc



250/300 cc



TECHNICAL OVERVIEW

CHASSIS

Frame



New frame made from chrome molybdenum steel which provides more accuracy and stability along with better weight distribution and it is more rigid.



The radiator has been placed between the two side tubes of the front portion of the frame for optimum protection in case of a fall.

Fuel tank

- Placed at the front of the bike, but with a very narrow profile. It has a capacity of 2.6 L which is ideal for the practice of trial. A special bowl has been designed which surrounds the fuel cap, this allows the evacuation of gasoline in case of overflow.

- The fuel filter which is located between the fuel tank and the carburetor, prevents contamination from entering the carburetor in order to provide a good state of continuous operation.



- The cable guide which is located above the fuel tank allows the throttle cable and the clutch line along with the fuel excavation line to conveniently pass through the frame to their proper termination points.



Suspension system

- Tie rods:

Tie rod suspension system for more finesse at slow speeds and better shock absorption when hitting large obstacles.



- Shock

New R16V Rear Shock absorber has new settings developed for Scorpa. These new settings provide a more comfortable ride and better shock absorption. Double nut clamping on the spring system.



- Fork:

The TECH fork, has special settings that were developed for Scorpa and provide better control on large shocks.

Other

- BRAKTEC brake and clutch controls, for optimized braking and precise response to the rider.
- OXIA Handlebar, it is lower and provides better handling and better stability.
- MORAD Rear Rim is waterproof, and allows the spokes to be easily changed.
- The sides of the rear fender are more flexible which eliminates discomfort to the rider when in action. It is however stiffer vertically.

ENGINE

Airbox

Large volume air box and sleeve which makes the bike very smooth and provides greater torque and power at both low and high speeds.



Exhaust system

High performance exhaust, smooth at low speeds with high performance at high speeds.



Other

- KEIHIN 28mm diameter carburetor for stable and optimized carburation.
- CDI dual curve ignition system, with a SOFT setting for use on wet ground. The HARD setting is for use on dry ground and provides a faster throttle response and more power at lower RPM's.
- SURFLEX R Clutch, provides smooth power and control
- Latest generation engine
- HYDRIA Ignition

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125 TWENTY

| | |
|----------------------------|---|
| Engine | 2 stroke |
| Engine size | 123.70 cc (7.55 cu in) |
| Bore x Stroke | 54 x 54 mm (2.13 x 2.13 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 | Tubular section frame Chrome-Molybdenum |
| Fuel tank | Nylon 2.6 L capacity (... US gal) |
| Brakes | Hydraulically activated, floating 185 mm (7.28 in) front and 145 mm (5.71 in) rear |
| Front suspension | Tech Ø 39 mm (1.54 in) hydraulic telescopic fork, 165 mm (6.50 in) travel |
| Rear suspension | Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel |
| Rear shok absorber | R16V |
| Front wheel | Morad 21" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tube-type tire |
| Rear wheel | Morad 18" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tubeless tire |
| Weight | 67.5 kg (148.81 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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250 TWENTY

| | |
|----------------------------|---|
| Engine | 2 stroke |
| Engine size | 249.70 cc (... cu in) |
| Bore x Stroke | 72.80 x 60 mm (... 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 | Tubular section frame Chrome-Molybdenum |
| Fuel tank | Nylon 2.6 L capacity (... US gal) |
| Brakes | Hydraulically activated, floating 185 mm (7.28 in) front and 145 mm (5.71 in) rear |
| Front suspension | Tech Ø 39 mm (1.54 in) hydraulic telescopic fork, 165 mm (6.50 in) travel |
| Rear suspension | Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel |
| Shock absorber | R16V |
| Front wheel | Morad 21" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tube-type tire |
| Rear wheel | Morad 18" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tubeless tire |
| Weight | 68.5 kg (151.01 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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300 TWENTY

| | |
|----------------------------|---|
| Engine | 2 stroke |
| Engine size | 294 cc (... cu in) |
| Bore x Stroke | 79 x 60 mm (... 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 | Tubular section frame Chrome-Molybdenum |
| Fuel tank | Nylon 2.6 L capacity (... US gal) |
| Brakes | Hydraulically activated, floating 185 mm (7.28 in) front and 145 mm (5.71 in) rear |
| Front suspension | Tech Ø 39 mm (1.54 in) hydraulic telescopic fork, 165 mm (6.50 in) travel |
| Rear suspension | Progressive link system with single adjustable shock absorber, 175 mm (6.89 in) travel |
| Shock absorber | R16V |
| Front wheel | Morad 21" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tube-type tire |
| Rear wheel | Morad 18" graphite anodized aluminum rim and aluminum hub, steel spokes with Michelin tubeless tire |
| Weight | 68.5 kg (151.01 lb) |
| Wheelbase | 1322 mm (52.05 in) |
| Ground clearance | 310 mm (12.20 in) |
| Seat height | 646 mm (25.43 in) |