

TWENTY

125CM³

250CM³

300CM³

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	Tubular section frame Chrome-Molybdenum		
Fuel tank	Nylon 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	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 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	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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2015

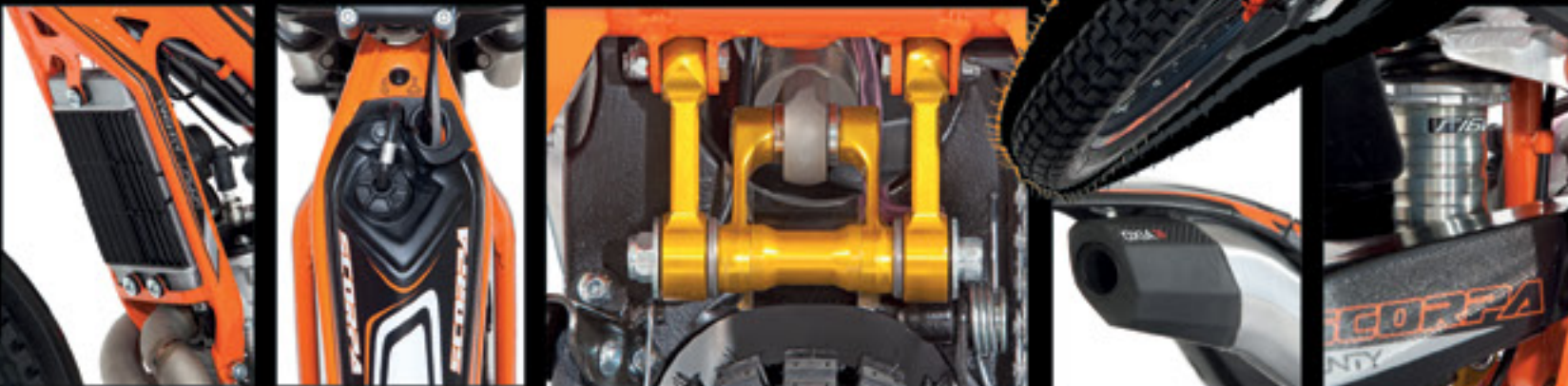
125 CM³

The new 125 Twenty, 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.

TWENTY

▲ 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.

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



▲ 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.

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

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

250 CM³ | 300 CM³

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.

