

DERBI SENDA X-TREME AND SENDA RACING

THE SENDA 50 FAMILY, AVAILABLE IN R AND SM VERSIONS, HAS ALWAYS BEEN DEDICATED TO A YOUNG, DYNAMIC AND SPORTING MARKET. SENDA X-TREME AND SENDA RACING EXCEED ALL EXPECTATIONS. THE TOP FOR IMAGE, TECHNOLOGY AND SPORTS PERFORMANCE

For the Derbi the name **Senda**, has always been synonymous with freedom, with models that represent **the highest expression of the category** both for level of equipment and in terms of finishes.

Dominant in the 50 cc category, the **Senda X-Treme and Senda Racing** models best interpret the values of **Derbi** and meet the needs of young and sports riders.

Completely new, its decisive and dynamic lines are an expression of a contemporary style true to the Derbi's sporting DNA: streamlined fairings, compact, enriched with racing style graphics.

The **new, powerful, light assembly** with integrated number board and taillight with LED lights stand out for style and professional technology. The **wide handlebar** is integrated into the fairing and delimits the **new digital instrument panel**, complete, clear, modern and easily accessible thanks to the **new more ordered positioning of clutch and brake cables**. The large **multifunction digital dashboard**, clearly and fully processes and displays all the information as well as offering more common functions. Its new features include the **travel diary** with the **ability to view top speed, battery voltage and two partial mileometers** showing the miles travelled during riding sessions.

The **new, tapered and compact saddle** accommodates driver and passenger in a more comfortable position, **guaranteeing ample freedom of movement** both in sport driving and in daily use. The **new cover of the tank cap**, fitted with a lock, fits perfectly to the tank and significantly improves the mobility of the passenger in longitudinal movements. Then finally, the **tail fairing integrates the passenger grab handles** for a big aesthetic effect of clean lines and just as importantly for passenger comfort.

The **frame**, common to both models, **is made of high strength, double closed steel cradle**, a robust design that provides maximum agility, compactness and excellent performance. **The new black oxide colour, accentuates and highlights the sporty character of the small Derbis and aesthetically integrates seamlessly with the engine unit, suspensions and exhaust.**

The rear shock absorber works via the **powerful double swingarm, in stainless steel**, which enhances the agility of the excellent chassis.

The **X-Treme model shares the brake discs with the Racing model**, 260 mm front and 220 mm at the rear for travelling in maximum safety in every situation. **Senda Racing stands out for the powerful and adjustable front dual-piston calliper.**

One important difference between the R and SM versions of the X-Treme, **is the wheels, which on the enduro are 21" on the front and 18" on the rear with off-road tyres and spoked wheels, while on the SM supermotard they are in lightweight 17" alloy on both wheels, with road tyres.**

Both models are **equipped with a brilliant 50 cc 2 stroke liquid-cooled single-cylinder engine endowing the Derbi 50 cc with the top performance in its class, with maximum torque available at low revs.**

Approved according to **current Euro 4 emissions standards, the 50 cc 2T, in the new dark grey colour, is equipped with electronically controlled carburettor and three catalysers** and provides the new Senda with truly professional levels of riding satisfaction and performance. The engine is lightweight and reliable for a fun, agile and versatile vehicle.

Derbi Senda Racing available in SM version stands out for its **technical equipment and high-level performance.** First item of note is the handlebar in double section black anodised aluminium.

The **front suspension**, composed of elements of exceptional quality, as is customary in the Senda range, **features a new front upside down fork 41 mm in diameter and with a travel of 240 mm (37 mm in diameter and with a travel of 170 mm for the X-Treme version).**

The X-Treme model is available in **Yellow/Blue and Orange/Black.** **Derbi Senda Racing** is available in **Black/Yellow graphics.**

Derbi Senda X-Treme SM/R	Technical Data Sheet
Engine type	Single cylinder 2-stroke engine with light alloy cylinder, liquid cooled
Bore and stroke	39.88x40 mm
Total engine capacity	50 cc
Compression ratio	11.5:1
Fuel system	With electronically controlled DELL'ORTO PHVA 17.5 carburettor
Starter	Kick Starter
Lubrication	Automatic mixer
Transmission	6 speed, drive ratio:
	1st 11/34
	2nd 15/30
	3rd 18/27
	4th 20/24
	5th 22/23
6th 23/22	
Clutch	Multi plate wet clutch
Primary drive	Straight cut gears, gear ratio: 21/78
Final drive	Chain, gear ratio: 11/59
Frame	Twin-tube steel frame
Front suspension	Telescopic hydraulic fork with Ø 37 mm stanchions, wheel travel 170 mm
Rear suspension	Swingarm in high resistance steel. Hydraulic monoshock absorber
	Wheel travel 200 mm.
Brakes	Front: Ø 260 mm stainless steel disc with floating calliper
	Rear: Ø 220 mm stainless steel disc with floating calliper
Wheel rims	SM: Lightweight alloy wheels, front: 2.75 X 17" rear: 3.5 X 17"
	R: Radial rims with aluminium channel, front: 1.60 X 21" rear: 1.85 X 18"
Tyres	SM: front: 100/80 – 17", rear: 130/70 -17"
	R: front: 80/90 – 21", rear.: 110/80 -18"
Dimensions	Max. length: SM: 2,020 mm, R: 2,070 mm
	Max. width: 830 mm
	Saddle height: SM: 860 mm, R: 880 mm
	Wheelbase: SM: 1,365 mm
Fuel tank capacity	7 litres
Consumption	SM: 3,14 l/100 km - R: 2,96 l/100 km
CO2 emissions	SM: 76 g/Km - R: 72 g / Km
Kerb weight	99 kg
Approval	Euro 4

Derbi Senda Racing	Technical Data Sheet
Engine type	Single cylinder 2-stroke engine with light alloy cylinder, liquid cooled
Bore and stroke	39.88x40 mm
Total engine capacity	50 cc
Compression ratio	11.5:1
Fuel system	With electronically controlled DELL'ORTO PHVA 17.5 carburettor
Starter	Kick Starter
Lubrication	Automatic mixer
Transmission	6 speed, drive ratio:
	1st 11/34
	2nd 15/30
	3rd 18/27
	4th 20/24
	5th 22/23
6th 23/22	
Clutch	Multi plate wet clutch
Primary drive	Straight cut gears, gear ratio: 21/78
Final drive	Chain, gear ratio: 11/59
Frame	Twin-tube steel frame
Front suspension	Upside down fork with Ø 41 mm stanchions, wheel travel 240 mm
Rear suspension	Swingarm in high resistance steel. Hydraulic monoshock absorber
	Wheel travel 200 mm.
Brakes	Front: Ø 260 mm stainless steel disc with floating calliper, 2 pistons
	Rear: Ø 220 mm stainless steel disc with floating calliper
Wheel rims	Lightweight alloy wheels, front: 2.75 X 17" rear: 3.5 X 17"
Tyres	Front: 100/80 – 17", rear: 130/70 -17"
Dimensions	Max. length: 2,045 mm
	Max. width: 815 mm
	Saddle height: 865 mm
	Wheelbase 1,390 mm
Fuel tank capacity	7 litres
Consumption	3,14 l/100 km
CO2 emissions	76 g / Km
Kerb weight	104 kg
Approval	Euro 4