

*from FIM ENEL MOTOE WORLD CUP experience  
to your ENERGICA EGO*



FIM Enel MotoE™ World Cup



**ENERGICA**

SINGLE  
MANUFACTURER

*motoe*



**ENERGICA**

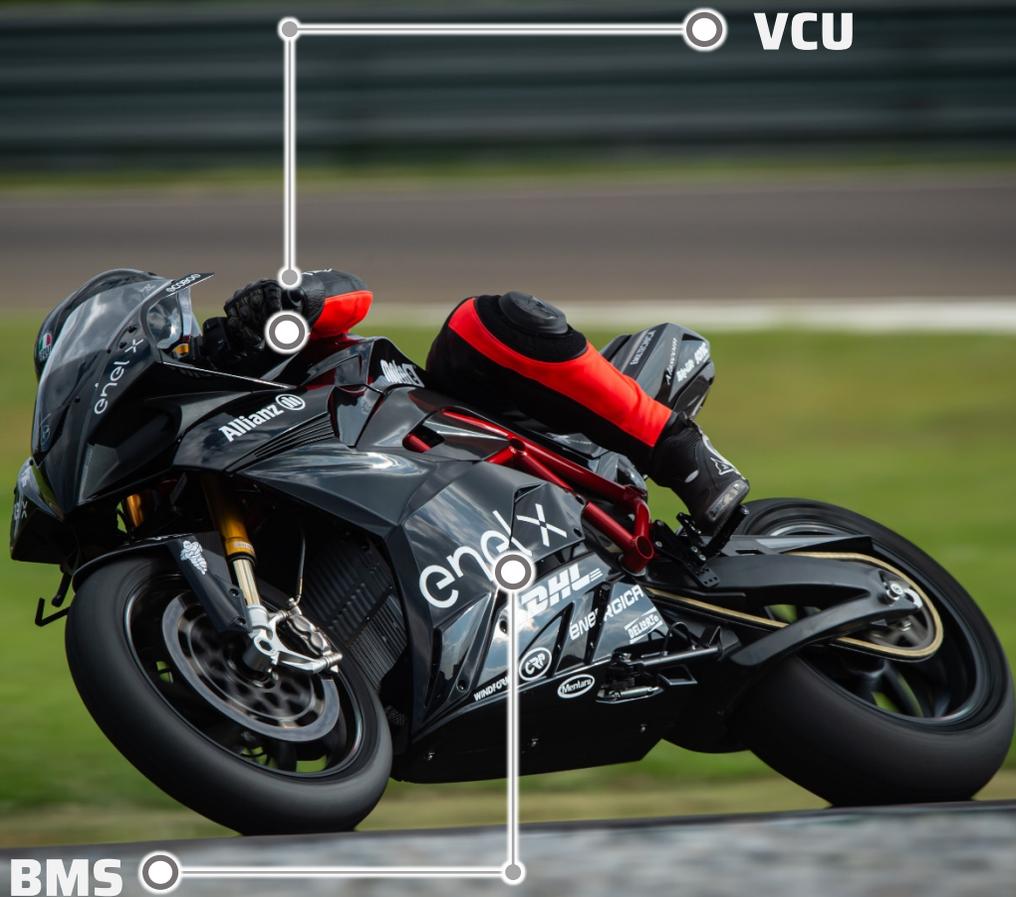


Specifically studied and developed for the **Energica Ego** model.

The **Corsa Clienti** Kit is dedicated to the most demanding customers who wish to convert the **Energica Ego** production model into a bike **ready for racetracks**; with electronic, suspension and running gear features derived from **FIM Enel MotoE World Cup** race motorcycles.

The **Corsa Clienti** Kit components are developed and tested on track by **Energica Team** and famous riders around the world.

**Braking system and suspension** are derived from the racing world to guarantee maximum performance, handling and reliability.



Thanks to a specific **Battery Management System** firmware and a **new Control Unit firmware**, this special setting optimizes the riding experience on racetracks, in order to maintain a more homogeneous behavior of the motorcycle between discharging of the battery pack and performance.

The **Corsa Clienti** Kit firmware ensures that track performance is not limited as with standard production bikes.



The suspension components of the Corsa Clienti Kit are supplied by Öhlins.

The fork FGRT 208 series, the same used in **MotoE World Cup**. The rear shock absorber is the S46 series.



#### **ÖHLINS FORK - FULLY ADJUSTABLE**

Total length: 740mm

Stroke: 110mm

Position: front

Rate: MotoE settings

Compression/rebound: MotoE setting - fully adjustable

Top out spring: MotoE setting



#### **ÖHLINS REAR SHOCK ABSORBER**

Total length: 332mm

Stroke: 56mm

Position: rear

Rate: MotoE settings

Compression/rebound: fully adjustable

Top out spring: MotoE setting



The front braking system of the Corsa Clienti Kit is the same used in MotoE, derived from MotoGP and Superbike, and has been adapted for use on this Kit.



### **RADIAL BRAKE MASTER CYLINDER**

Material: billet aluminium  
Ø piston mm: 19 - lever ratio: 18  
Single/double disc: double  
surface protection: hard anodized  
Weight: 286(gr)  
Brake light micro-switch: none  
Handlerbar fixing Ø (mm): 22,2



### **BRAKING SYSTEM BRAKE FLUID:**

Specially developed for racing DOT 4  
Dry boiling point: 335 °  
Content: 500ml  
Front brake master cyl. fluid reservoir  
Accossato 3-way frt brake caliper hose



The front discs are the "T-Drives" steel made, have a diameter of 336mm and a thickness of 7,1mm with a configuration specifically designed for the MotoE. Each disc consists of eight "T" pins formed on the disc and eight shapes on the bell, which allow the removal of the drag pawls. According to Brembo, this particular configuration allows the braking torque to be transmitted more effectively, through a specific study of machining tolerances.

The "T-Drive" offers high resistance to thermo-mechanical stress, especially in the most extreme conditions of use. The "T-Drive" system allows both radial and axial floating and allows reducing the overall weight of the disc, bringing a consistent advantage in rideability.



#### FRONT CALIPER

Brembo front calipers M4 32/36  
 Type: 108mm radial billet caliper  
 position: front  
 Caliper body: monoblock  
 Ø piston mm: 32-36/pistons q.ty: 4  
 Brembo z04 front pads set  
 Type: sintered brake pads

**MARCHESINI FORGED ALUMINIUM**

Material: multiforged aluminium alloy  
Manufacture: machining of all surfaces on machine tools

Type: specific MotoE

Weight: <10kg

Sizes: 7 spokes front 3.50 x 17"

7 spokes rear 6.00 x 17"

Colour: glossy black

**CHAIN, REAR AND FRONT SPROCKET**

Rear and front sprocket pitch: 520

Chain: Regina Racing

Rear sprocket material: aluminium

Front sprocket material: steel alloy

**MARCHESINI ASSEMBLY**

Cush drive/ front pin and nut/ bolts/ tone wheel spacer

**STEERING****STEERING ASSEMBLY**

Material: aluminium CNC machined

**RACE CLIP-ON**

Collar fixed by two bolts (M6\*22)  
Diameter inside bar 16mm, outside  
22mm  
Nylon black caps  
7° rod inclination and 0mm rise

**RACE LEVER PROTECTIONS**

Valter Moto lever it is made with CNC  
machinery in Ergal 7075 T5 alloy  
The regulation system is studied to allow  
all setting: height, lowness, widening and  
length

Mounting kit included for clip-on Ø16

WINDFORM® 3D PRINTED RACING KIT



MATERIAL: **WINDFORM® LX 3.0** is a composite polyamide based material which is reinforced with a new generation glass fiber system. Excellent surface finish in its sintered state.



TAILLIGHT COVER



DRL LIGHT COVER



RH/LH HEADLIGHT MASK



RH/LH TURN INDICATORS COVER

\*3D PRINTED RACING KIT IS NOT INCLUDED IN THE CORSA CLIENTI KIT AND IT IS SOLD SEPARATELY

REAR SEAT COWL



## REAR SEAT COWL

Material: ABS



ASTEROID GREY



METAL BLACK



ROSSO CORSA



LUNAR WHITE



RED PASSION

### **Attention!**

Product for the sole use in closed track. It shall be prohibited to use on-road.

Assembly may be executed by highly-qualified personnel only, approved by Energica Motor Company.

### **Important information**

The parts and the software included in this Kit are designed and manufactured for racetrack and competition use only and are sold «as are» without warranty, and the entire risk as to quality and performance is with the buyer.

Damages and other failures to the base machine due to use of this Kit are not covered by the original warranty, especially as for battery pack, motor and electronic parts.

The installation of the Corsa Clienti Kit is not considered as part of the original warranty given with the motorcycle; therefore this modification void any manufacturer's warranty previous supplied by Energica Motor Company S.p.A. and Energica Motor Company Inc. on the original equipment motorcycle.

Corsa Clienti Kit can only be used on competition vehicles. Use outside a competition track of motorcycles equipped with this product is prohibited by law.

Verify any further restrictions with the relevant racecourse.

Motorcycles equipped with this Kit are not homologated and are prohibited from operating on the public road.

The installation of the Corsa Clienti Kit firmware's could significantly reduce the battery pack life in terms of performance and capacity.

